



Argyll & Bute Council

**Stage 1 Report**  
Oban Town Centre North  
Active Travel Project

**Final report**  
Prepared by LUC  
May 2024



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# Chapter 1

## Introduction

This report presents the options appraisal and feasibility study for active travel improvements in Oban Town Centre North. It has been prepared to support the Sustrans Places for Everyone Stage 1 requirements, with the aim of making walking, wheeling and cycling the preferred mode choice in Oban Town Centre North.

### Project Context

Argyll & Bute Council have commissioned LUC to lead on the Stage 1 Preparation and Briefing stage designs for active travel improvements in Oban Town Centre North. The purpose of this stage is to define the scope of the project and develop project outcomes.

LUC's design team comprises Landscape Architects and Transport Consultants, who will be supported by relevant technical subconsultants including ecology consultants, cost consultants, road safety consultants and topographic surveyors at relevant stages as the designs progress.

The project area is under pressure, balancing several competing demands for land use and road space within a compact area. The routing of the A85 through the town centre creates a consistent stream of strategic traffic of c. 16,000 vehicles per day. Regular ferry arrivals and departures create a consistent and tidal traffic flow through the project area.

The study area serves as a town centre for Oban's residents and is well-placed to facilitate a mode shift towards active travel for everyday journeys, being within a 20-minute walk of a substantial proportion of the town's area.

This report outlines the development of design interventions to make wheeling and cycling the preferred mode choice in Oban Town Centre North. It includes information on:

- Local Context
- Baseline travel data
- Constraints and Opportunities
- Strategic Access Framework
- Detailed Site Visit
- Core Route Appraisal
- Optioneering
- Appraisal and Feasibility
- Budget Forecasts

This report is accompanied by the following supporting documents contained in Appendices:

- Project Risk Register and Design Risk Register
- Equality and Socio-Economic Impact Assessment
- Desktop Ecological Appraisal
- Identification of required statutory permissions
- Monitoring and Evaluation Plan

In addition, the following document from Stage 0 has been updated and is provided separately:

- Consultation and Engagement Report

Oban Town Centre North Project Boundary





## Chapter 2

### Local Context

#### Oban's Context

Oban's geographic position in a natural harbour has shaped the town's importance as a transport hub, with one of the busiest ferry ports in the UK, trunk road and rail links to Glasgow converging within the compact town centre. The town's centre therefore serves both Oban's residents and substantial tourist population, as well as a wide-reaching catchment of more rural areas across western Scotland.

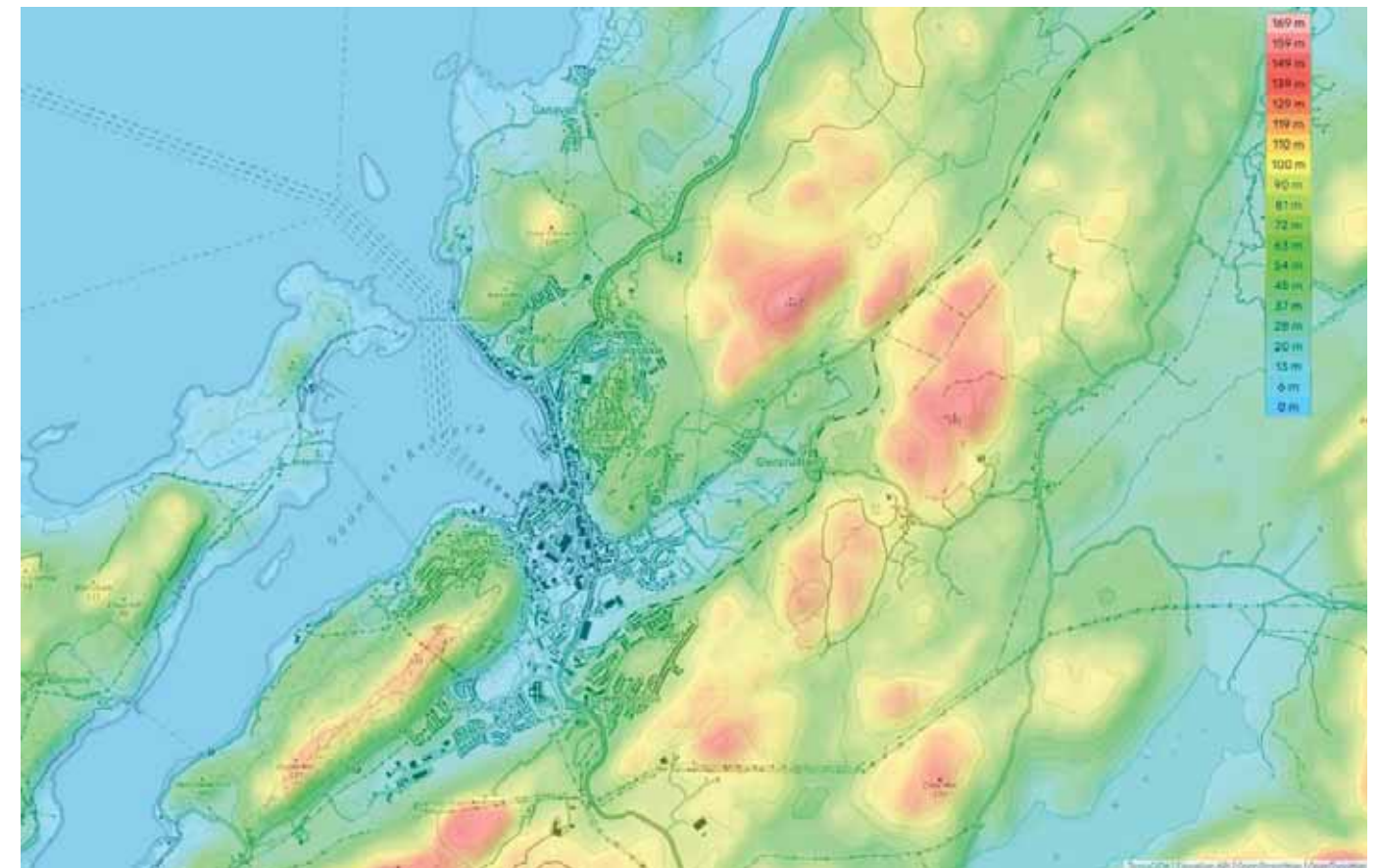
##### Topography

Notwithstanding, Oban also has its challenges particularly in terms of active travel. On a town-wide scale, the steep terrain and historic street pattern of the eastern slopes has resulted in narrow, winding roads with no footway being a common feature. Streets need to balance the competing demands for active travel, vehicle movement, on-street parking, refuse storage and servicing within a very constrained environment.

The southern areas of the town between Glencruitten Road and the railway line have a flatter topography and consequently are in the majority occupied by large-scale retail, industrial and employment uses. As a result, many Oban residents live on and navigate steep terrain on a daily basis to access everyday services.

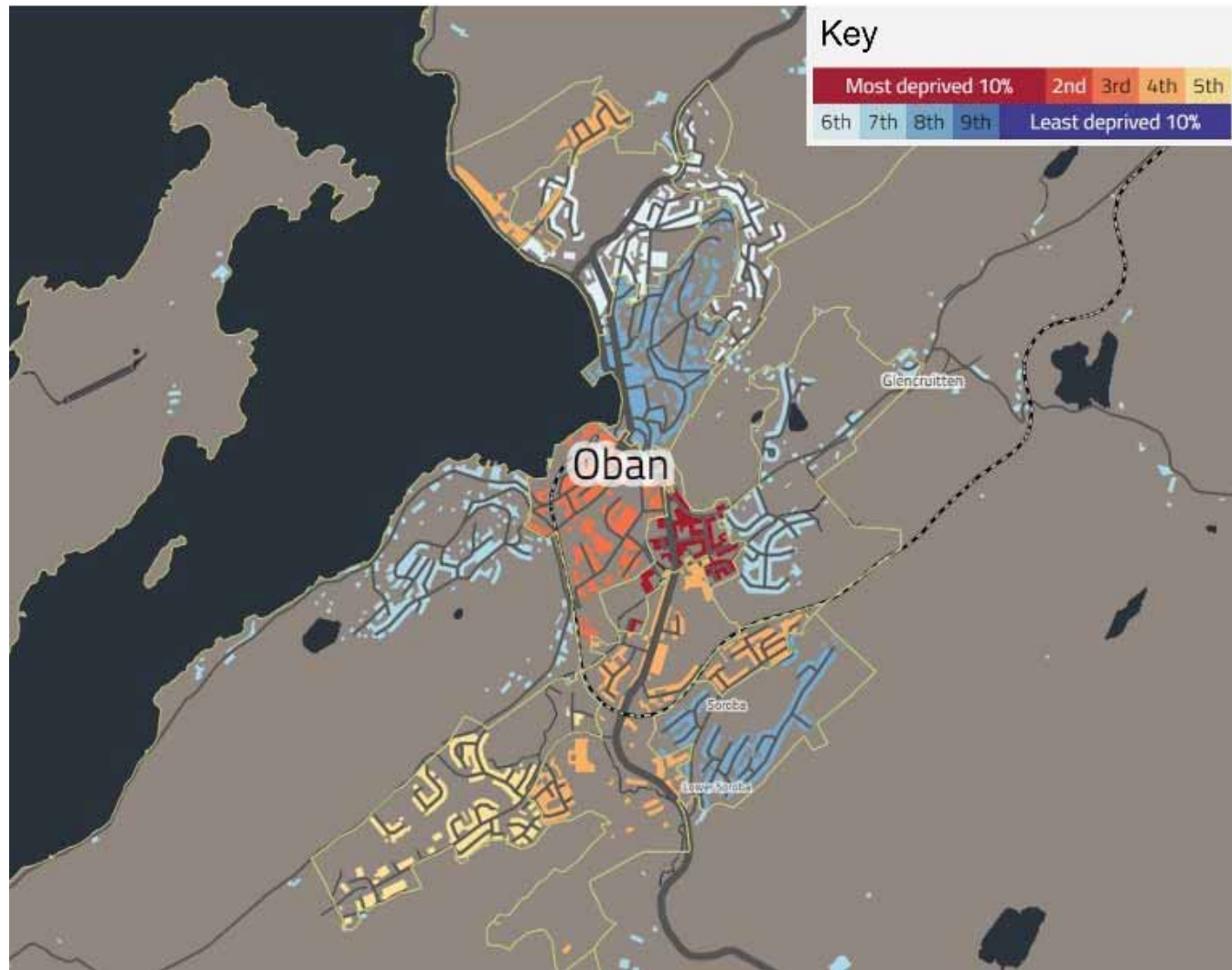
These constraints do provide some benefits; the vehicular routes that broadly follow the contours of the north-and west-facing slopes create a natural traffic calming function. They are cut with pedestrian only lanes and stairways creating 'short-cuts' and a natural incentive to walk short journeys. Nevertheless, gradients in excess of 1 in 20 are ubiquitous, presenting significant barriers for those with disabilities.

The project area itself is flat and level by comparison to the wider town, sitting on a bed of raised marine beach deposits. It serves a local high street and tourist function, accommodating a variety of land uses in a dense and compact space including retail, residential, tourist accommodation (hotels and B&Bs), hospitality and marine operations.



Map Source: [topographic-map.com](http://topographic-map.com) (incl. data from TessaDEM, Elevation API, OpenStreetMap and OpenTopoMap)





Source: <https://simd.scot/> under [Open Government Licence v3.0](#). Contains Scottish Government & Ordnance Survey data © Crown copyright & database right 2012-2020

### Scottish Index of Multiple Deprivation

The majority of the southern areas of Oban fall within the 30% 'most deprived' areas of the Scottish Index of Multiple Deprivation (SIMD), with the area around Glencruitten Road, Miller Road and Glencruitten Drive falling within the top 10% 'most deprived' decile. By contrast the northern areas, and pockets on Oban's southern outskirts fall within the top 20% 'least deprived' zones in Scotland.

### Flood Risk

Oban is classified as a Potentially Vulnerable Area by the Scottish Environmental Protection Agency (SEPA) and their [report on the town](#) identifies an objective to reduce the risk of coastal flooding along the Oban Bay frontage, including the project area.

To manage flooding in the area, SEPA identified a high priority action (ranked 5 out of 168 actions Nationally, and 1 out of 9 actions within Argyll & Bute) to conduct a Flood Protection Study.

A [Flood Risk Management Plan for the Highland and Argyll Local Plan District](#) has been produced which includes an action (Ref. 36601) to develop to detailed design a Flood Protection Scheme including flood storage and direct defence solutions. At the time of writing the detailed design is not available, however based on a [2019 Community Presentation](#) this may include flood gates, embankments, or demountable property protection.



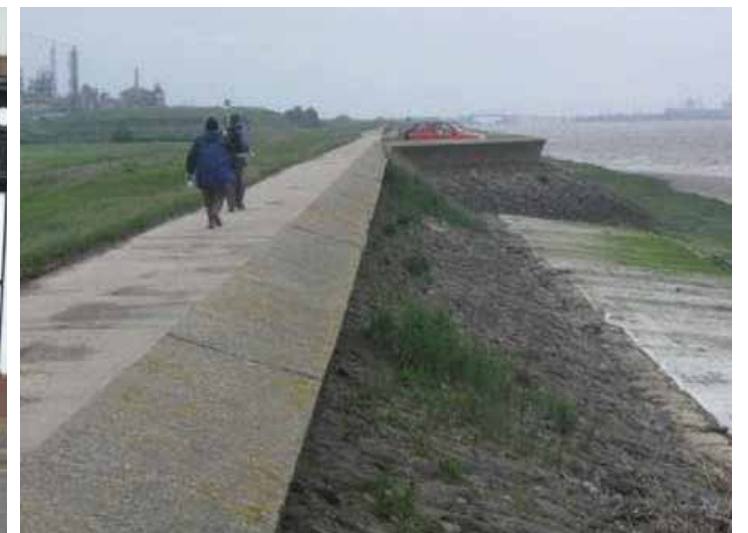
Source: [SEPA: Oban \(Potentially Vulnerable Area 01/31\)](#)



Example of Flood Gate & Transparent Panels  
Image Source: [Oban Flood Study Community Feedback Event Presentation \(June 2019\)](#)



Example of Demountable Property Level Protection  
Image Source: [Oban Flood Study Community Feedback Event Presentation \(June 2019\)](#)



Example of Embankment  
Image Source: [Oban Flood Study Community Feedback Event Presentation \(June 2019\)](#)



## Access Network

### Core Path Network



Running through Oban are a number Core Paths, with path C162 routing through the project area, along the coastal side of the A85 Corran Esplanade.

### Pedestrian Permeability



Pedestrian vennels and stairwells are a common feature in the town, creating 'short-cuts' and a natural incentive to walk short journeys.

### National Cycle Network



The National Cycle Network Route 78 (NCN78) connects to Oban via an on-road link following Glencruitten Road and the A816, ending at the Argyll Square roundabout. This forms a spur from the main NCN78 which is a north-south long distance coastal route linking Campbeltown to Inverness. The route's end at Argyll Square roundabout is the busiest junction in Oban<sup>1</sup>, however from this location there is no onward cycle provision.

### One-Way Street Network



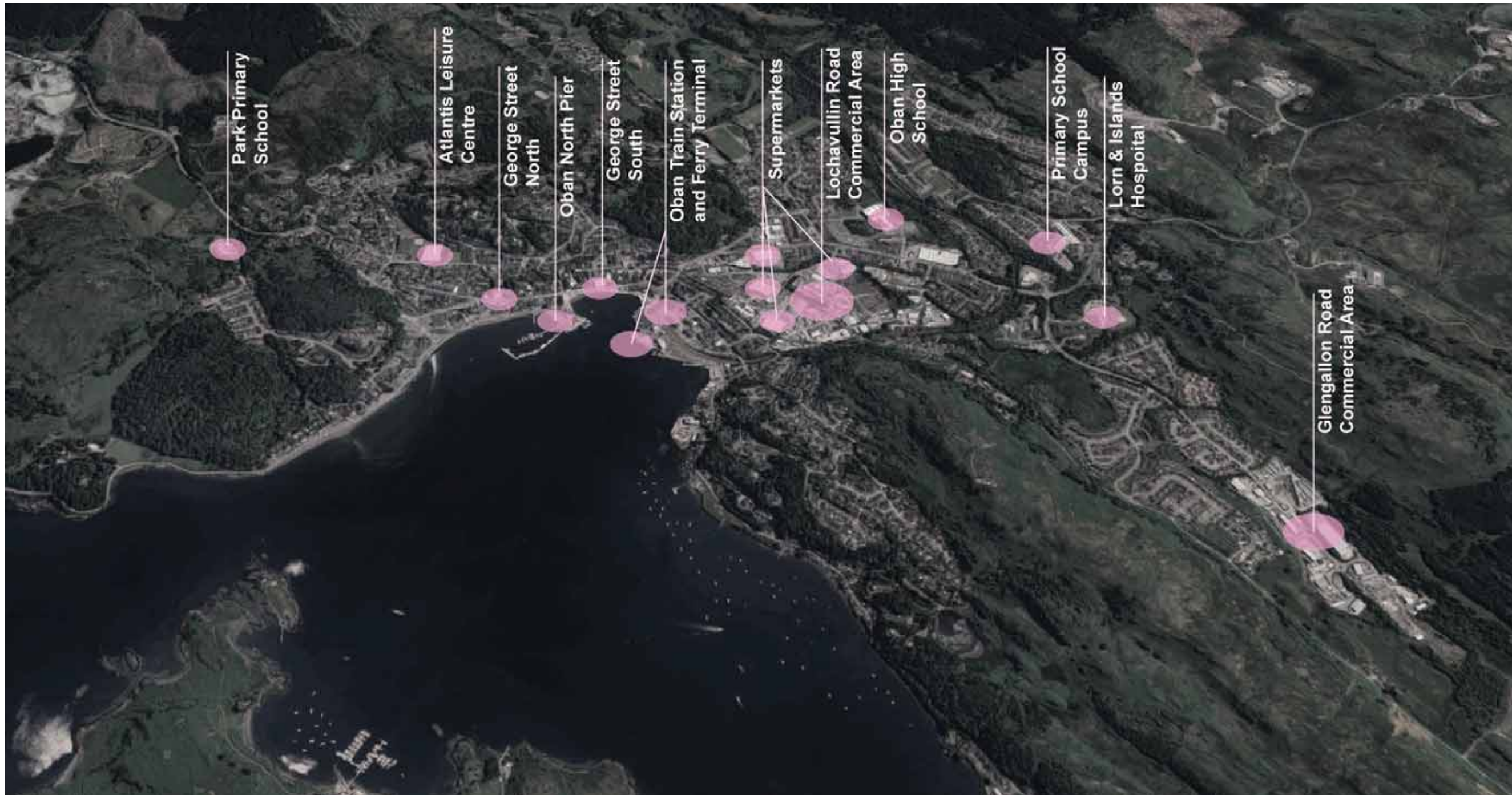
Oban's narrow and constrained road network results in a high frequency of one-way streets. This affects traffic circulation through the study area and cycle permeability, as there are no contra-flows in place. Width constraints on several roads limit the feasibility for contra-flow cycling.

<sup>1</sup> Based on junction turning count data, commissioned by A&BC in August 2019



## Key Trip Attractors

There is a high concentration of trip attractors south of the study area, including the ferry terminal, supermarkets and Lochavullin Road Commercial Area. These attractors serve a wide rural catchment resulting in all vehicle traffic from the north routing through the study area.





## Parking Restrictions

Significant stretches of Dunollie Road and Corran Esplanade have 'No Waiting' and 'No Loading at Anytime' traffic restrictions. However, parking and loading in contravention of these restrictions is known to occur frequently, particularly on George Street in the vicinity of the retail units. This is outlined in more detail in Chapter 3.

The project area has multiple off-street car parks in or adjacent to it, summarised below.

Table 2.1: Oban Car Park Summary

Location	Number of Spaces	Stay Restrictions	Pricing (2023/24)
<b>On-Street</b>			
Dunollie Road	10	Outer Oban Zone: Max. Stay 4 hours.	80p per 40 mins (up to 4 hours)
William Street	12	Inner Oban Zone: Max. Stay 2 Hours	First 30 mins free 80p per 40 mins thereafter (up to 2 hours)
Corran Esplanade	27		
George Street	23		
Stafford Street	6 (incl. 2 disabled bays)		80p per 40 mins (up to 2 hours)
<b>Off-Street</b>			
North Pier Car Park	70	Long-stay (no max. posted)	15 min – 30p 30 min – 50p 45 min – 80p 1 hour – £1 Per hour thereafter – £1
Esplanade Car Park	22		
Corran Halls 1 (North)	76		
Corran Halls 2 (South)	48		

## Past Consultations

Previous rounds of consultation have been undertaken with Oban's residents, during which a clear appetite for change has been communicated.

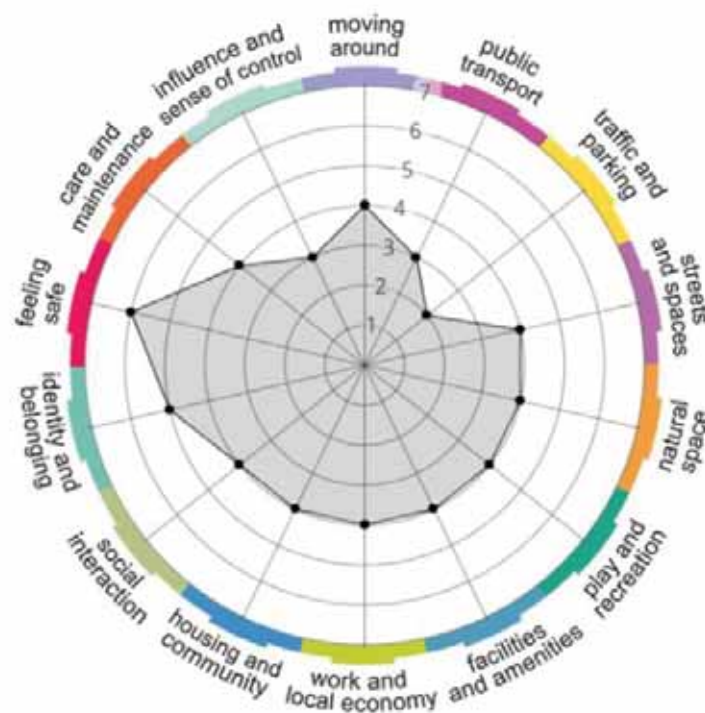
### Place Standard: How Good is your Place?

Between May and October 2019, the Community Planning Partnership (CPP) used the Place Standard tool to engage residents in Argyll and Bute on how they feel about the place(s) that they live and work in Argyll and Bute.

The survey identified three key areas for improvement:

- Traffic and parking: Oban's residents do not think that traffic and parking arrangements allow people to move around safely.
- Public transport: Public transport does not meet residents' needs.
- Influence and sense of control: Residents do not feel able to take part in decisions and help change things for the better.

### Oban Responses 2019



#### Priority Areas for Improvement:



Source: Place Standard Tool: How Good is Your Place? Report Argyll & Bute Community Planning Partnership (October 2019)

## Sustaining Choices: Oban Action Plan for Active Travel and Sustainable Transport

During July and August 2022, the Sustaining Choices project worked with communities across Scotland to develop a body of evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport. The project was set up to support economically disadvantaged and isolated communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.

Information gathering events were organised within Oban between July and August 2022, comprising a mix of online events, in-person engagement held in public spaces, and targeted engagement with specific groups e.g. the Oban Access Panel, and a survey of Oban High School students.

The engagement feedback was gathered through asking respondents to grade their community from 1 (significant room for improvement) to 7 (very little room for improvement) relating to specific topics around walking, cycling, wheeling/mobility aids, streets and spaces. All participant responses were developed into a series of visions and aims which were then developed further into 39 potential actions for implementation.

The core project team then distilled the 39 potential actions into nine key actions, which were presented for discussion at a further engagement event in November 2022 to assign timescales, responsibility and next steps for implementation. The nine key actions in priority order are:

Item	Topic	Action
1.	Active Travel	Introduce more safe bike routes including to and from schools.
2.	Active Travel	Improve the signage and lighting for active travel routes including public footpaths.
3.	Active Travel	Improve pavement network connectivity.
4.	Maintenance	Tidy up the general appearance of Oban including greenspace, pavements and shop fronts.
5.	Active Travel	Ensure pavements meet the needs of those with additional access needs including disabled people.
6.	Outdoor Space	Consider how access to greenspace can be improved and the quality of existing green space maximised.
7.	Active Travel	Improve infrastructure for cycling.
8.	Road Layout	Install clear signage for narrow shared-use roads.
9.	Road Layout	Ensure that pedestrian crossings are in the right place, meet modern standards and prioritise pedestrians.

Source: Sustaining Choices: Oban Action Plan (January 2023)

This Action Plan was developed to better understand the active travel priorities for Oban and serve as an evidence base to support projects such as this Oban Town Centre North project. This project will contribute towards all of the identified actions in some capacity within the study area.



## Chapter 3 Baseline Travel Data

This section outlines the baseline data that has informed the review of the study area and options development.

### Baseline Surveys

Extensive baseline surveys were undertaken during August 2023 to capture the study area's operation during peak season. The full survey scope is outlined in Appendix A. They included:

- 7-day junction turning counts (7am-7pm): four junctions
- 7-day Automatic Traffic Counts (ATCs) including speeds (24 hour): four locations
- 7-day parking surveys (7am-7pm): all on-street and car parks

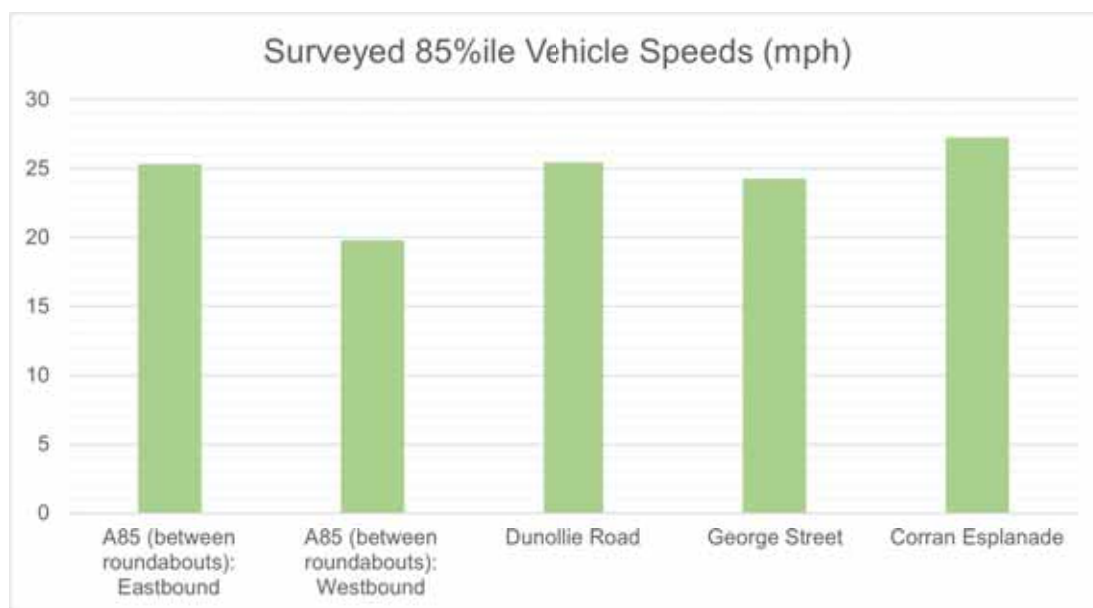
### Junction Turning Counts

Network diagrams illustrating the 12-hour vehicle, HGV and cycle turning movements are provided in Appendix B. Key findings include:

- Approximately 2,800 vehicles circulate the study area daily (i.e. travel north on Corran Esplanade and right-turn back onto Dunollie Road)
- There is an approximate equal split between vehicles approaching from the north and south on the A85.
- Approximately 100 heavy goods vehicles travel through the study area on weekdays, and 30 on weekends (two-way).
- Cycle flows are very low; between 15 and 20 daily movements were recorded through the study area (two-way)

### Automatic Traffic Counts

ATCs showed that speeds are not higher than the posted 30mph speed limit. Speeds are highest on Corran Esplanade (27mph) but the constraints and congestion in the study area self-enforces speeds.



Surveyed 12<sup>th</sup> – 19<sup>th</sup> August 2023.

### Parking Surveys

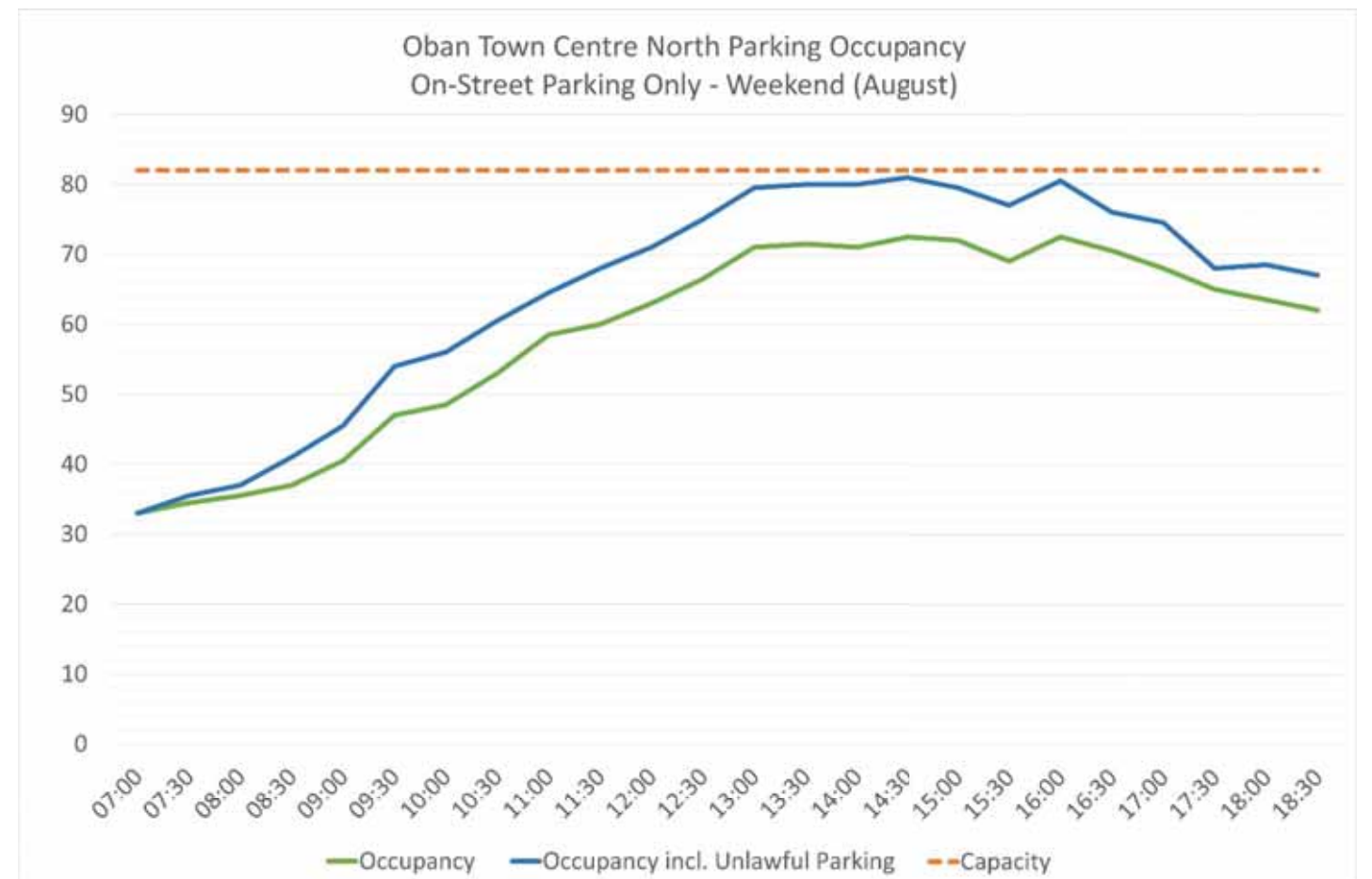
Surveys confirmed the study area is under parking pressures during peak season. Weekends are more pressured than weekdays.

#### On-Street Parking

On-street parking is under more pressure than off-street. George Street and Stafford Street were 100% occupied for much of the day. This is likely to be partly due to convenience of distance to shops, and the pricing structure offering 30 minutes of free parking compared to car parks.

Single and Double Yellow Line parking was commonly observed on George Street and Dunollie Road. Parking demand peaks between 2 and 3pm on weekends. During this time, 9 cars were observed parking unlawfully on George Street and Dunollie Road despite there being 10 on-street spaces available within a 3-4 minute walk.

Based on the pricing structure it is likely that the free 30 minutes of parking incentivises shoppers to park on-street. This will exacerbate the congestion and parking issues on the A85 by drawing vehicles through the study area, rather than capturing them at the peripheral off-street car parks. This is also reflected in the high frequency of vehicles circulating the study area, as observed in the Junction Turning count surveys.

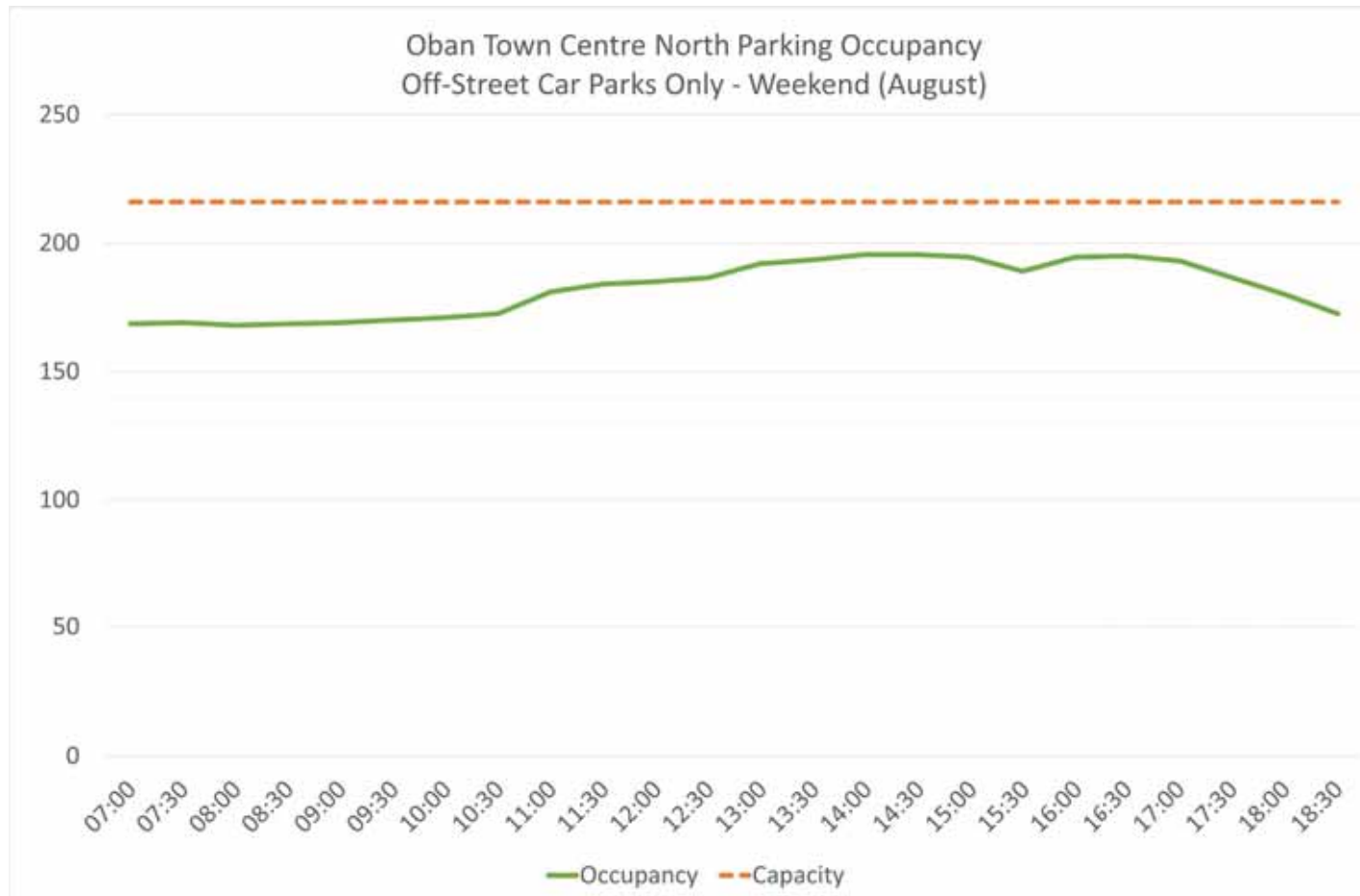


### Off-Street Parking

Between 2 and 3pm on weekends (when demand peaks), there was still at least of 21 spaces available in the study area car parks:

- 4 in the Esplanade Car Park
- 3 in the Corran Halls (South) Car Park
- 12 in the Corran Halls (North) Car Park
- 2 in the North Pier Car Park

The pedestrian experience walking from these car parks to the retail fronts on George Street requires improvement. Desire lines are not met, and lack of accessible footways creates an unwelcoming experience. This is particularly true for the Corran Halls (North) Car Park which is cut off from the study area by poor crossings the A85.





## Additional Data Sources

### Transport Scotland Permanent Traffic Counter

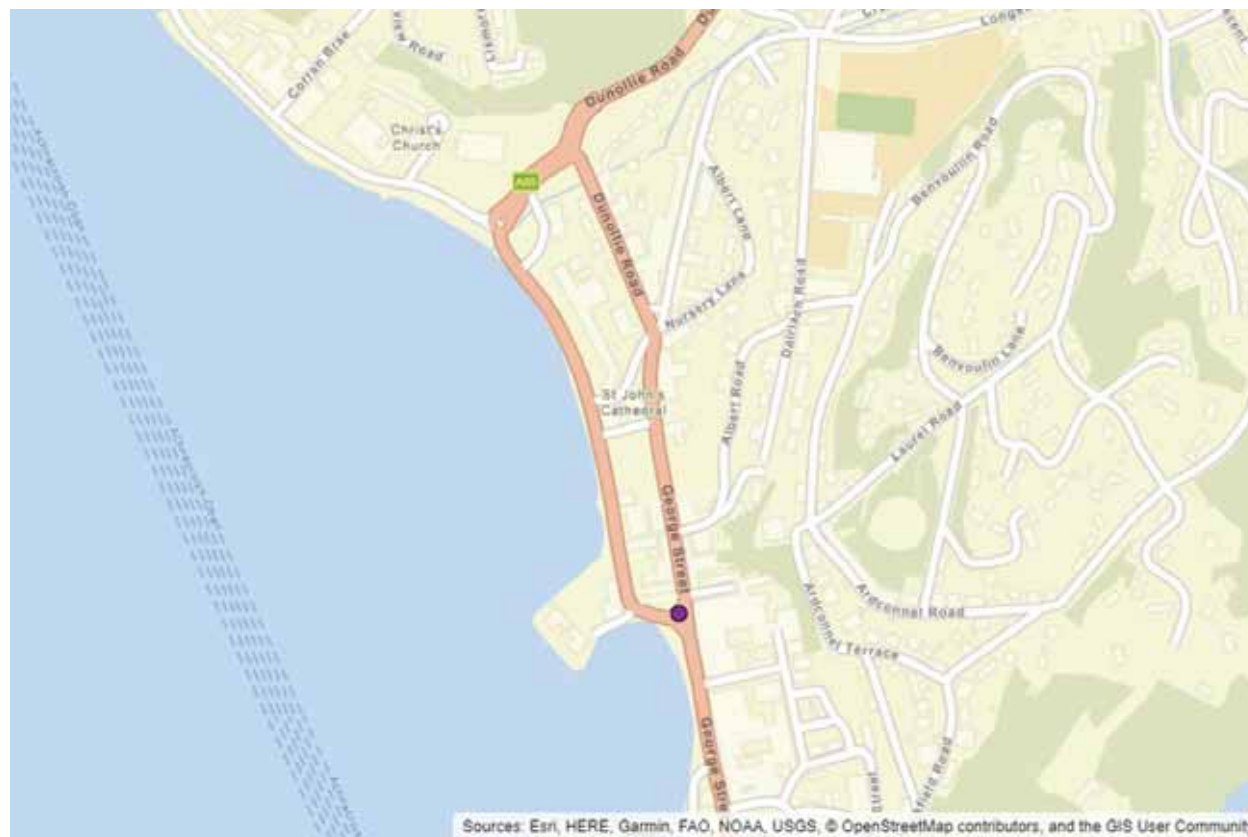
The dominant road in the project area is the A85. This forms part of the Trunk Road network managed by Transport Scotland (TS). It is somewhat unique to TS's network, being one of few examples in Scotland of a Trunk Road that reaches an 'end point' within a town centre (as opposed to having onward connections to the wider Trunk Road network).

The A85 creates a consistent stream of strategic traffic of c. 16,000 vehicles per day or 540 per hour. Regular ferry arrivals and departures create a tidal traffic flow with only minor uplifts in traffic (of c.160 movements) during the traditional morning and evening peaks. Oban's tourist draw is reflected in the data which shows a stark seasonal difference, with an average of 2,450 additional vehicle trips per day recorded during July 2022 compared to November 2022.

Based on Automatic Number Plate Recognition surveys in August 2019, only 8-15% of traffic entering Oban is travelling through the town with no significant stop. Therefore at least 85% of the trips in Oban either originate or terminate within Oban, or travel via the ferry terminal.

Data has been supplied by Transport Scotland for their permanent count site shown in the location below.

Transport Scotland Permanent Count Site Location



Map Source: Transport Scotland

### ANPR Surveys

A&BC conducted Automatic Number Plate Recognition (ANPR) surveys in August 2019. These showed that only 8-15% of traffic entering Oban is travelling through the town with no significant stop.

Therefore at least 85% of the trips in Oban either originate or terminate within Oban, or travel via the ferry terminal.

The ANPR surveys recorded that 6 of the 20 most popular routes that vehicles take, comprising 21% of vehicle trips, were local, i.e. originating and terminating within the Oban.

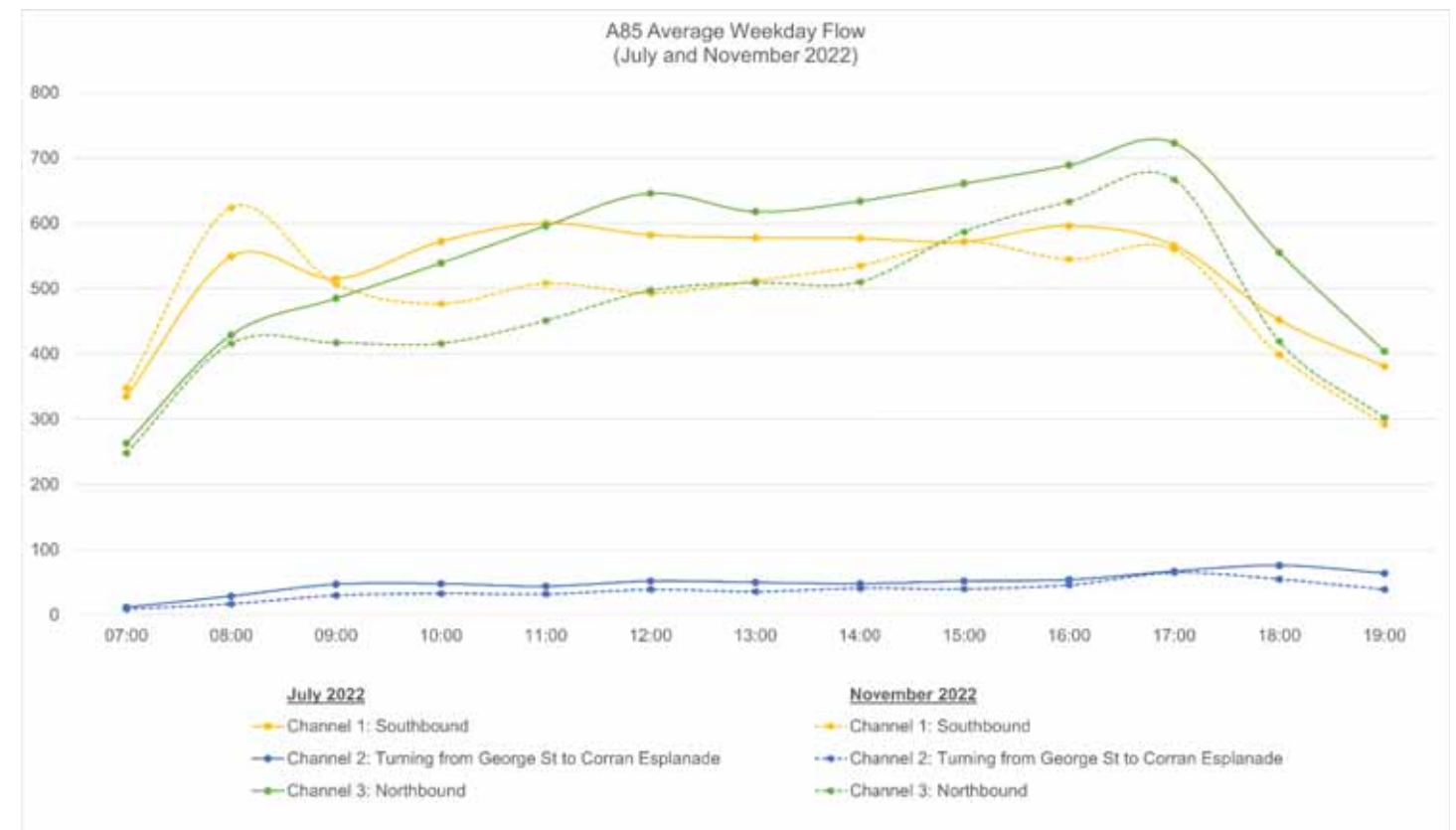
The most common route was observed to be from the A85 near Dunbeg (north of the project area) to Lynn Road (south of the project area) with over 900 trips per day. Another dominant trip pattern was from Market Street to the A85 near Dunbeg with over 750 trips per day and most trips to and from the Ferry Terminal enter/leave the town from the A85 near Dunbeg.

### CalMac Passenger Data - Ferry Traffic

According to CalMac's Passenger Carrying Data for 2022<sup>2</sup>, 713,320 passengers and 229,494 vehicles (including coaches and commercial vehicles) were accommodated on sailings to/from Oban's ferry terminal.

This equates to an average of 630 vehicles per day, or 4% of the project area's daily traffic being directly related to ferry crossings.

Transport Scotland Permanent Count Site Location



Data Source: Transport Scotland

<sup>2</sup> <https://www.calmac.co.uk/corporate/carrying-statistics-annual>

## Resident Travel Habits

### Travel to School

In 2022, Sustrans undertook the Hands Up Scotland Surveys at schools in Argyll and Bute to determine the modes which pupils used to travel to school. Although the schools are not within the project area itself, the data provides us with a picture of how children and young people may travel through the project area.

Due to the differing ages and propensity to use sustainable and active travel modes primary schools and the secondary school have been considered separately.

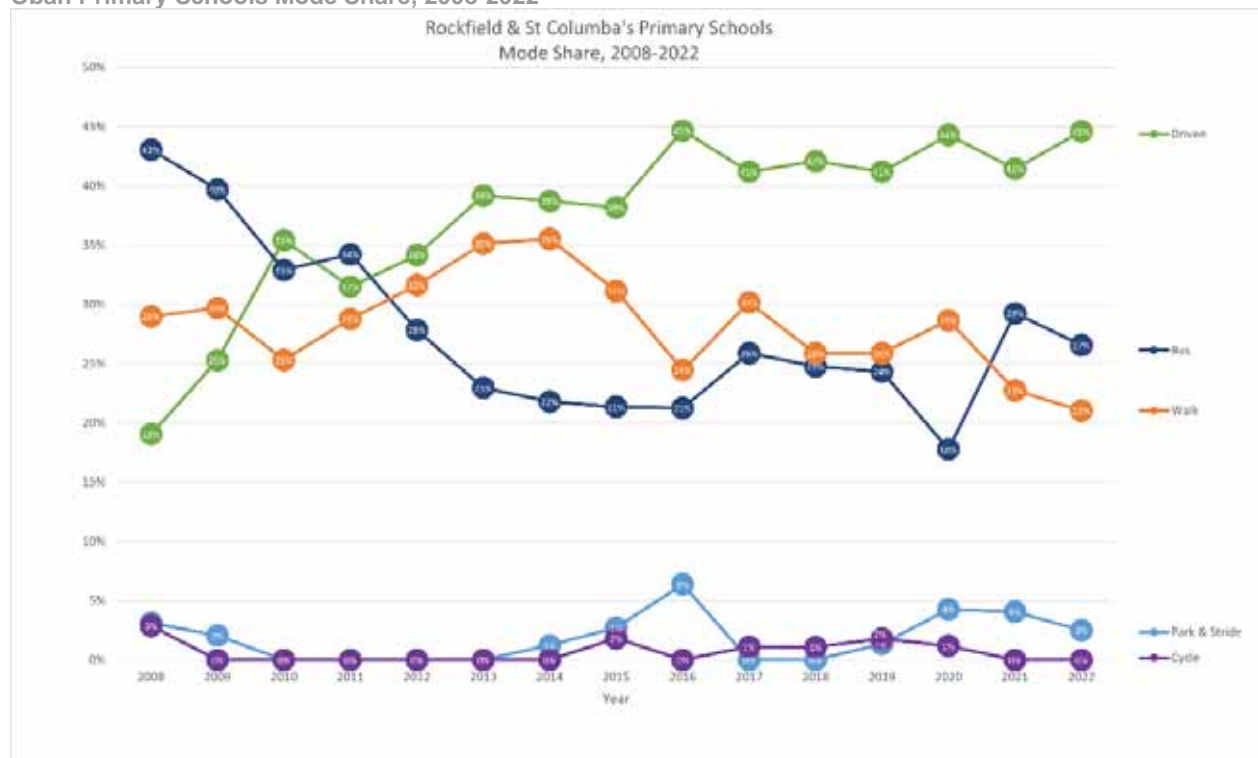
#### Primary School Travel

Recent survey data for Park Primary School is not available, however mode shares for Oban Primary Campus (including Rockfield Primary School, St Columba's Primary School, and Rockfield Gaelic Primary School) are presented.

The most popular travel mode has consistently been by car since 2012, with mode share continually rising since 2008 when the surveys began. Interestingly, in 2008 the mode split between driven and bus was almost opposite to that observed in 2022 with 19% of pupils driven and 43% travelling by bus.

This suggests that primary pupils' propensity to travel actively or by sustainable modes is declining. Although the Oban Primary Campus is located within a very residential area, c. 1.5 - 2km from the project area, the primary school-aged children's travel habits are far more influenced by their parents' onward travel choices. This data suggests a broader trend of increasing car reliance amongst Oban's residents.

Oban Primary Schools Mode Share, 2008-2022



Data Source: Hands Up Scotland Survey, Argyll and Bute

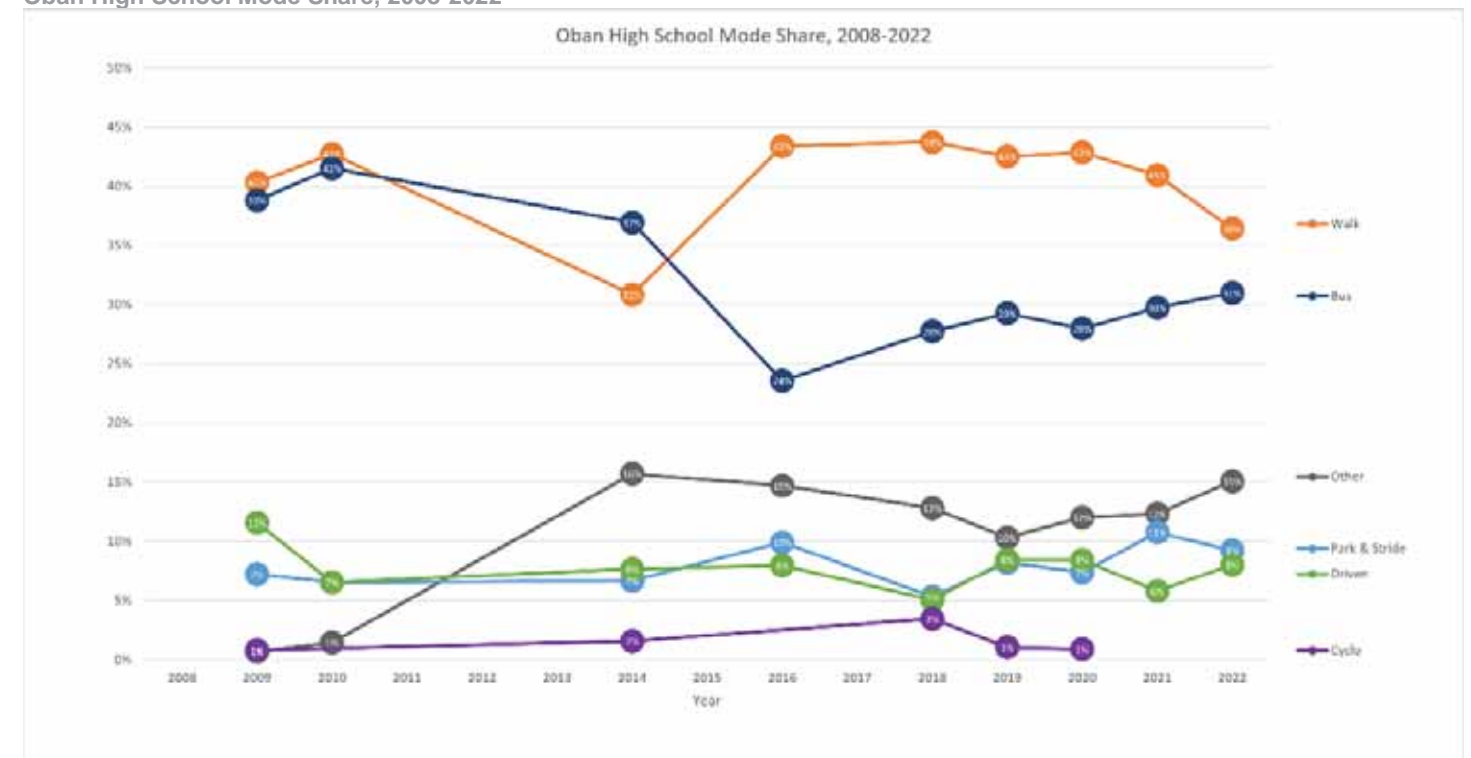
#### High School Travel

Mode share data for pupil travel to Oban High School has only consistently been recorded since 2015, however intermittent data is available back to 2009. High school pupils favour more independent travel choices by comparison, with a consistently high walking mode share (36%) followed by bus (31%). Only 8% of pupils were driven to school which has remained relatively consistent over the years.

The location of Oban High School means that many pupils who live in the north and north-east of the town will travel through the project area independently, either on-foot or to catch a bus. Their daily experience will be shaped by this project. The low cycling mode share may be influenced by the local topography; however Oban High School is located within the flat southern area of the town and the route from the project area has a minimal level difference.

Although pupils' start / end to their journeys may be steep depending on their home location, providing a step-change in cycle infrastructure within the project area has the potential to offset the barrier of topography.

Oban High School Mode Share, 2008-2022



Data Source: Hands Up Scotland Survey, Argyll and Bute



## Travel to Work

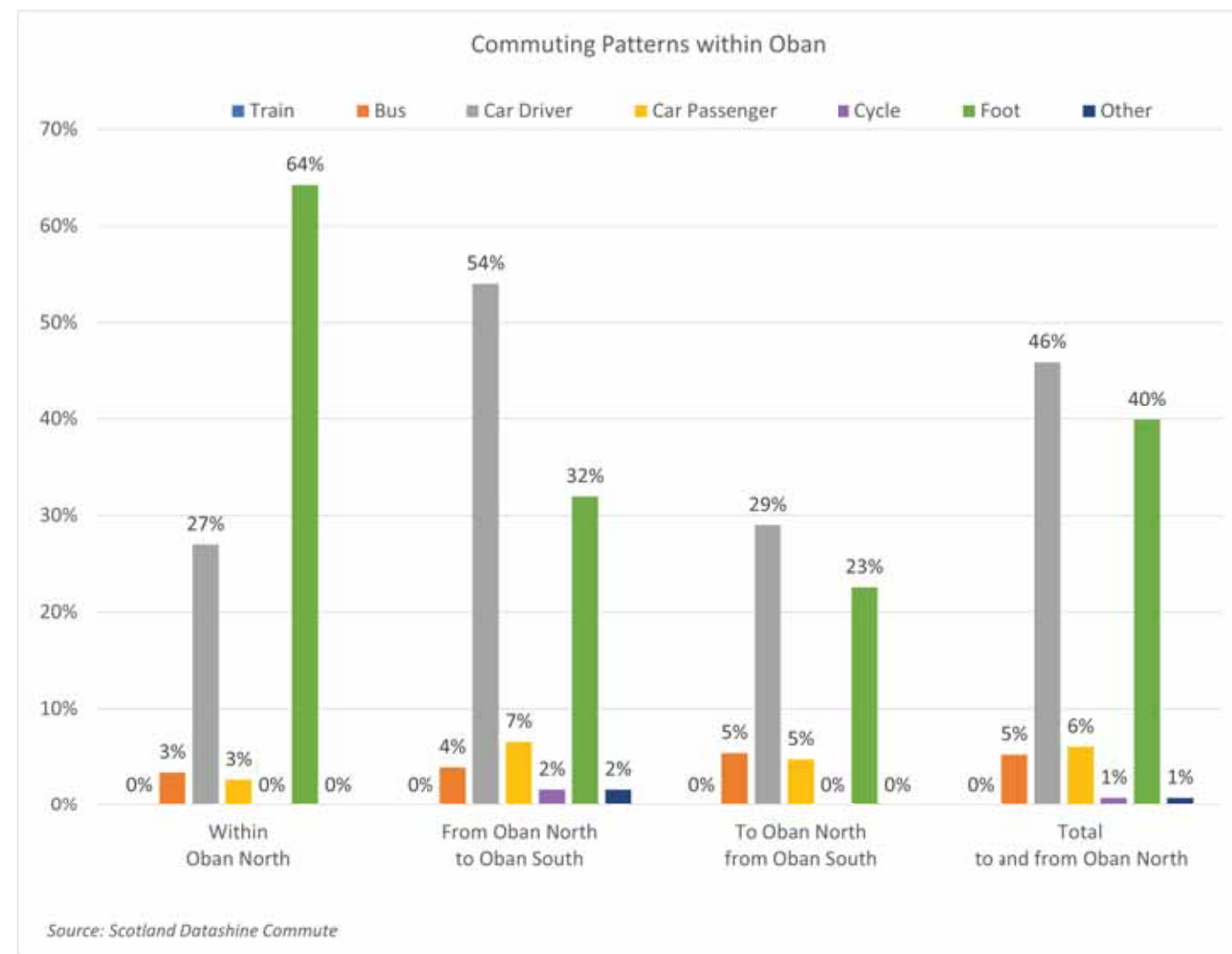
### Project area

Census 2011 Travel to Work data has been extracted using Datashine Scotland Commute. Commuting patterns focussed on the project area are presented in the figure below. The Intermediate Zone Oban North has been used as a proxy for the project area.

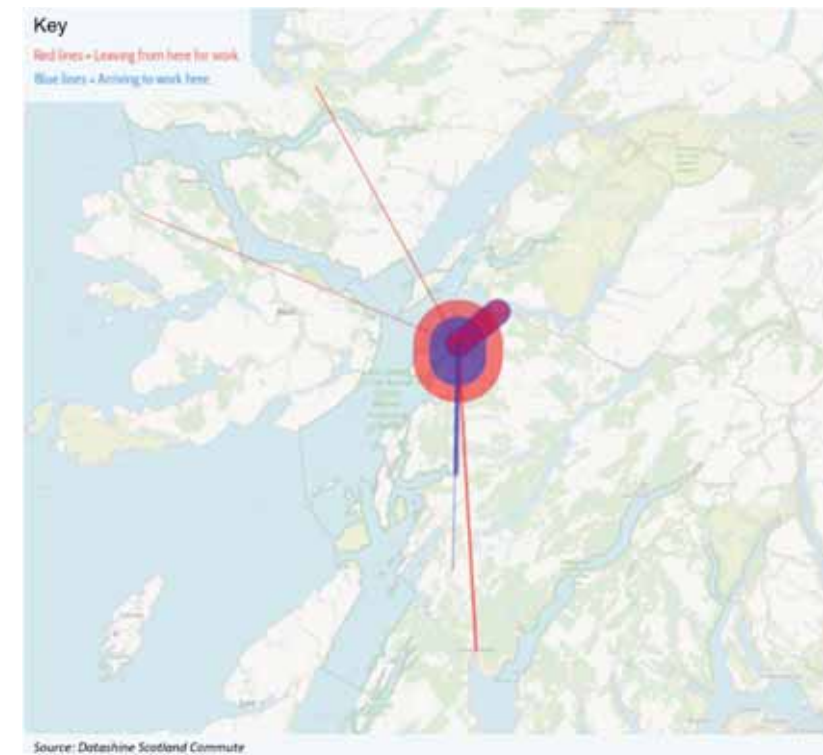
Car travel *within* Oban North represents a significant share of commuting (27%), presenting an opportunity for significant shift in active travel habits, due to the relatively short distances this group will be commuting.

### Town-Wide

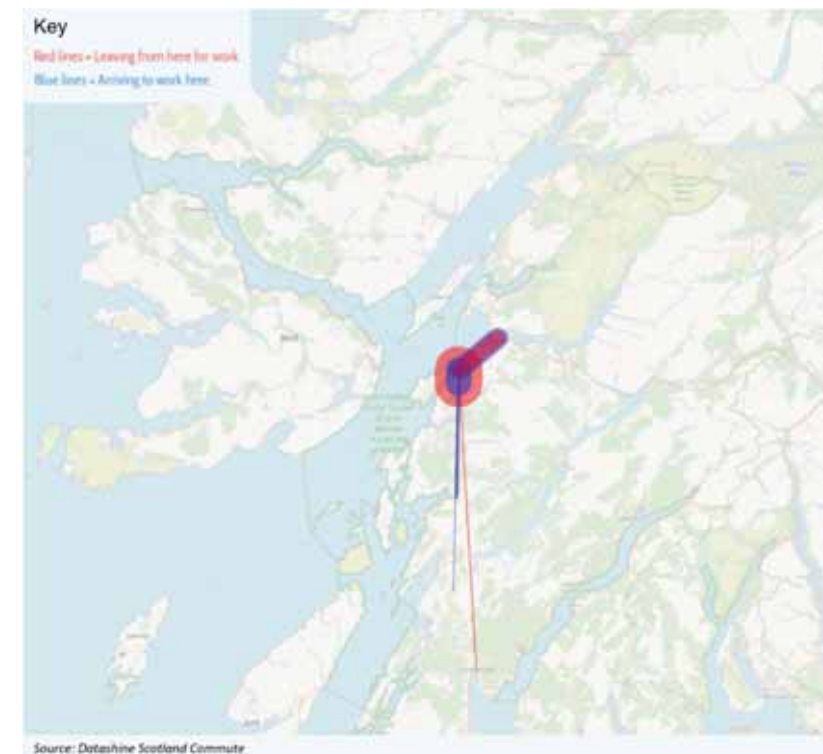
On a town-wide scale, an average of 46% of commuters resident in Oban travel to or from the general project area as a car driver. The map extracts from Datashine Scotland Commute illustrate this and confirm that the majority of commuting trips to / from the project area are local.



Commuting Patterns by all modes to / from Oban North



Commuting Patterns by car drivers to / from Oban North



## Chapter 4 Constraints and Opportunities

Following the desktop review of local context and baseline conditions, high-level mapping was produced of the constraints and opportunities for the study area and its wider connections.

1 | Constrained access to Core Path linkage to Corran Brae, Dunollie Castle and Battleship Hill walk

2 | Narrow access corridor, overall width less than 10m

3 | Narrow access corridor, overall width less than 10m

4 | Widespread challenges in beach access and clarity of pedestrian routes. Coastline and interconnected views require reinforcement

5 | Desire line to seafront from residential areas, and frequent vehicle cut-through from Breadalbane Street. Potential for pedestrian/vehicle conflict due to lack of footway

6 | Complex junction arrangement at Breadalbane Street & Dunollie Road creating barriers to pedestrian/cycling movement

7 | Restricted access routes to sports and leisure complex due to missing footways

8 | Poorly defined access and landscape setting of Listed Piermaster Office and Clock Tower

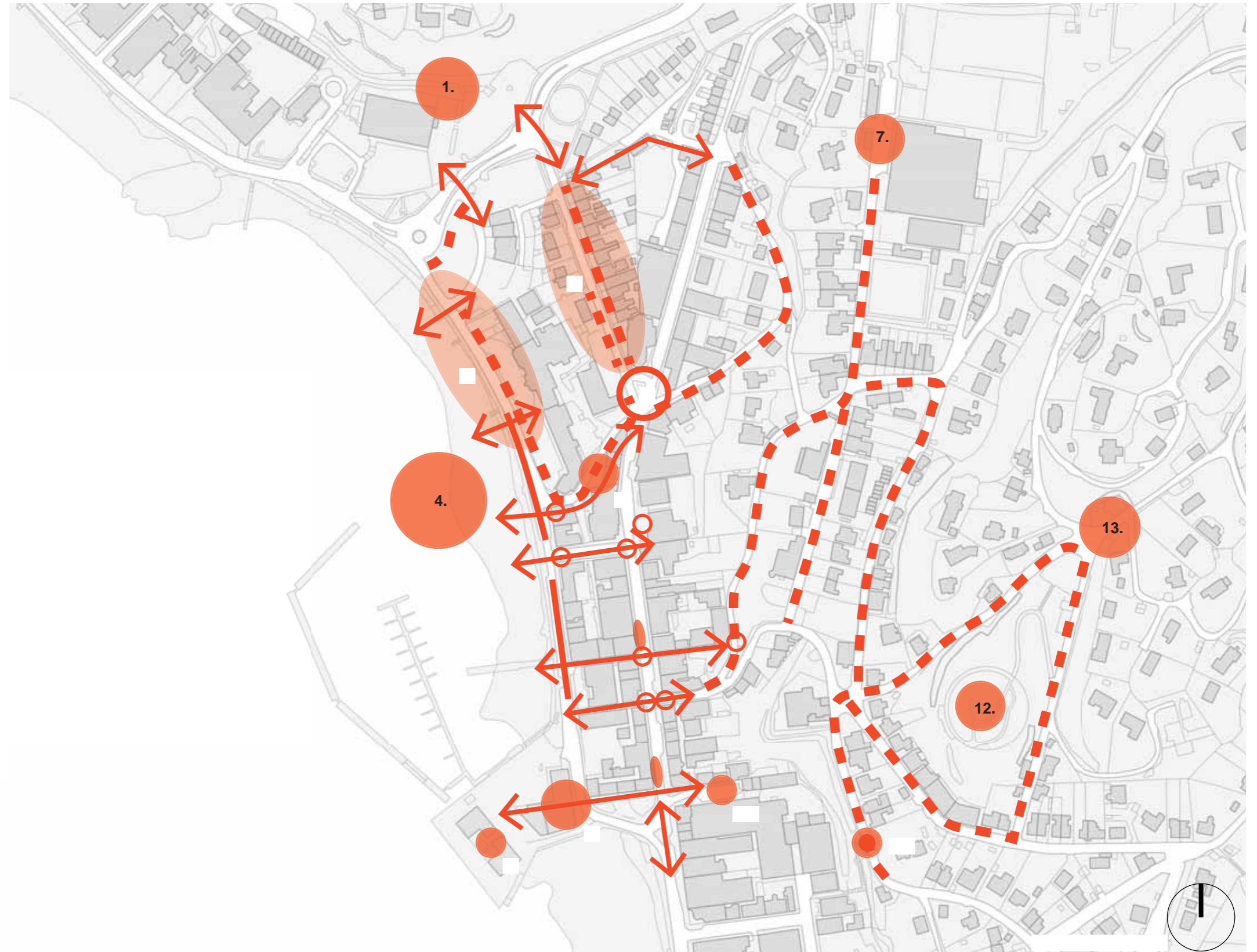
9 | Setting and integration of Category B listed Columba Hotel dominated by expansive area of asphalt and car parking

10 | Limited pedestrian access and landscape potential for historic Stafford Street vennel and Category B listed Oban Distillery due to car parking and poor quality surfacing materials

11 | Undefined access route for Jacob's Ladder. Lack of footway approaching/leaving Ardconnel Terrace poses potential conflicts with vehicular traffic

12 | Restricted pedestrian access to iconic McCaig's Tower due to lack of footway and route definition

13 | Core path linkage from Oban Town Centre north constrained by absence of footway on access routes





### Study Area Opportunities

1 | Enhance integration of the Core Path linkage to Corran Brae, Dunollie Castle, and Battleship Hill walk from Oban Town Centre routes

2 | Reduce carriageway width to enable footway/cycleway expansions. Soften the vehicle-dominant setting and define the gateway at a human scale. Frame the sea vista with street trees and consider broader environmental improvements for a welcoming arrival at the key A85 gateway. Formalise/rationalise crossings to support vital desire lines.

3 | Implement environmental improvements to facilitate movement on the Core Path connection from Dunollie Road and Breadalbane Street.

4 | Reduce vehicle dominance on Corran Esplanade. Upgrade pedestrian/cycling access/crossing routes and integrate sea views. Narrow the carriageway and create a 3-4m footway esplanade with continuous footways, improved surfacing. Reinforce viewpoints and strengthen Oban's identity as intrinsically connected to the sea. Manage parking/loading strategically to minimise visual impact.

5 | Minimise vehicle dominance and conflicts on Dunollie Road/George Street route. Ensure consistent 2m minimum width footways with upstand kerbs. Implement continuous footways across side road junctions prioritising non-vehicular movement. Enhance key civic and historic gateways through paving buildouts and threshold definition. Reduce street clutter and barriers to accessibility.

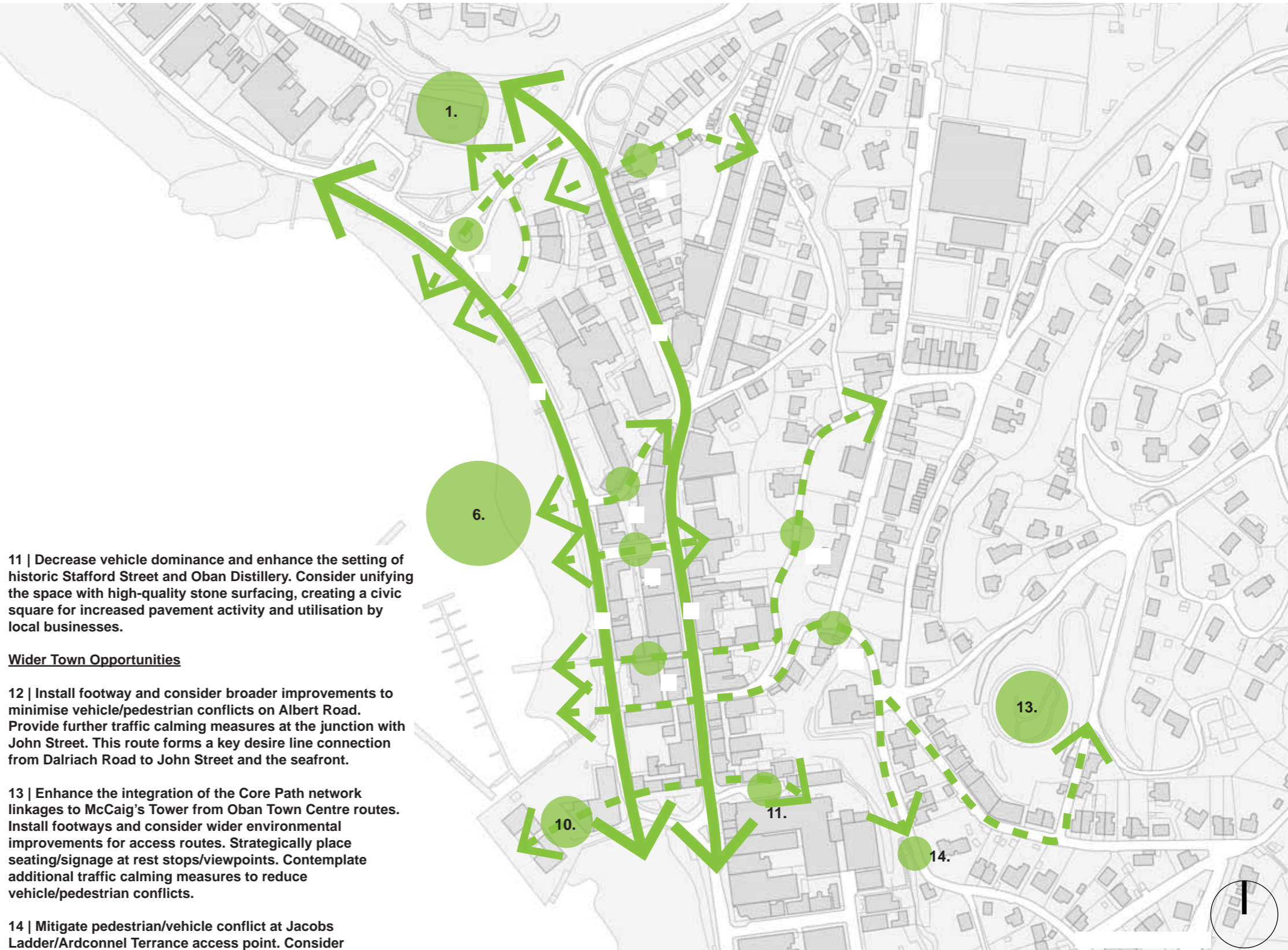
6 | Improve access to the beach and sea. Reinforce viewpoints and consider interpretation/artistic interventions to strengthen Oban's identity as intrinsically connected to the sea.

7 | Install footways, upgrade surfacing, and broader environmental improvements on Park Hotel Lane to support a key desire line connection. Consider appropriate traffic management to reduce use as vehicle cut-through. Establish continuous footways at both north and south junctions to reduce potential vehicle/pedestrian conflicts.

8 | Widen footways and consider further improvements to enhance a key desire line connection and sea view on William Street. Install continuous footways to north and south junctions to reduce vehicle/pedestrian conflicts.

9 | Environmental improvements on John Street to support key desire line connection from Albert Road to sea front.

10 | Decrease vehicle dominance and enhance the landscape setting of the Columba Hotel and Piermaster Office. Clearly define pedestrian access routes and use materials appropriate for these historically important buildings. Consider interpretation/artistic interventions to reinforce identity.



11 | Decrease vehicle dominance and enhance the setting of historic Stafford Street and Oban Distillery. Consider unifying the space with high-quality stone surfacing, creating a civic square for increased pavement activity and utilisation by local businesses.

### Wider Town Opportunities

12 | Install footway and consider broader improvements to minimise vehicle/pedestrian conflicts on Albert Road. Provide further traffic calming measures at the junction with John Street. This route forms a key desire line connection from Dalriach Road to John Street and the seafront.

13 | Enhance the integration of the Core Path network linkages to McCaig's Tower from Oban Town Centre routes. Install footways and consider wider environmental improvements for access routes. Strategically place seating/signage at rest stops/viewpoints. Contemplate additional traffic calming measures to reduce vehicle/pedestrian conflicts.

14 | Mitigate pedestrian/vehicle conflict at Jacobs Ladder/Ardconnel Terrace access point. Consider environmental improvements and interpretive signage to enhance viewpoint.



# Chapter 5

## Strategic Access Framework

Key strategic objectives have been established. These fall underneath the overall project objectives but are specifically intended to guide the design development of the project.

### Strategic Objectives

#### 1 | Enhance Active Travel and Safety:

Improve pedestrian walkways, cycling access, and traffic flow to promote sustainable transportation and enhance safety for all.

#### 2 | Prioritise Placemaking and Civic Activity:

Create inviting public spaces with attractive gathering spots, art installations, and seating to foster community engagement and social interaction.

#### 3 | Promote Health, Wellbeing, and Physical Activity:

Incorporate green spaces, plantings, and exercise opportunities to enhance mental and physical wellbeing for residents and visitors.

#### 4 | Preserve and Showcase Historic Buildings:

Enhance the landscape setting around key historic buildings, showcasing their architectural and cultural significance.

#### 5 Integrate with Town Centre Connectivity:

Develop seamless connections between improved pedestrian/cycling infrastructure and broader town centre transportation networks.

#### 6 Ensure Accessibility and Inclusivity:

Design inclusively, considering the diverse needs of all community members, and implement universally accessible pathways and facilities.

#### 7 Maximise Economic Viability and Local Support:

Design the landscape to support local businesses and enhance the commercial appeal of the town centre. Promote outdoor dining, retail areas spaces and greenery to attract visitors and stimulate economic activity.

#### 8 Celebrate the Sea:

Enhance the physical, visual, and perceived connection with the sea through improved pedestrian/cycling access, viewpoint definition and artistic interventions.

### Strategic Access Mapping

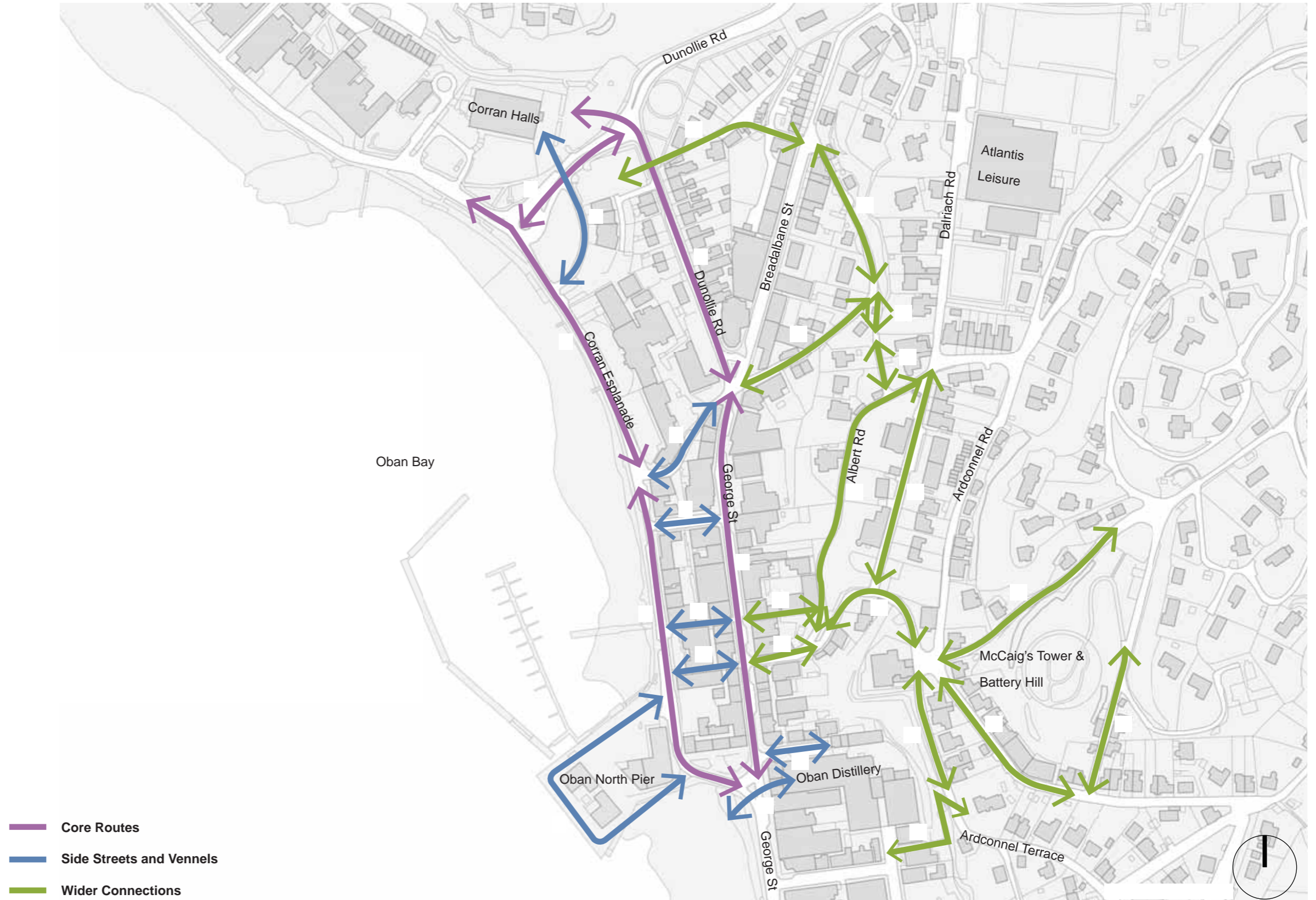
The following pages map the high level predominant land uses, routing hierarchies, primary street functions and key nodal points for the study area and its immediate surrounds.

## Predominant land uses



# Routing Hierarchy

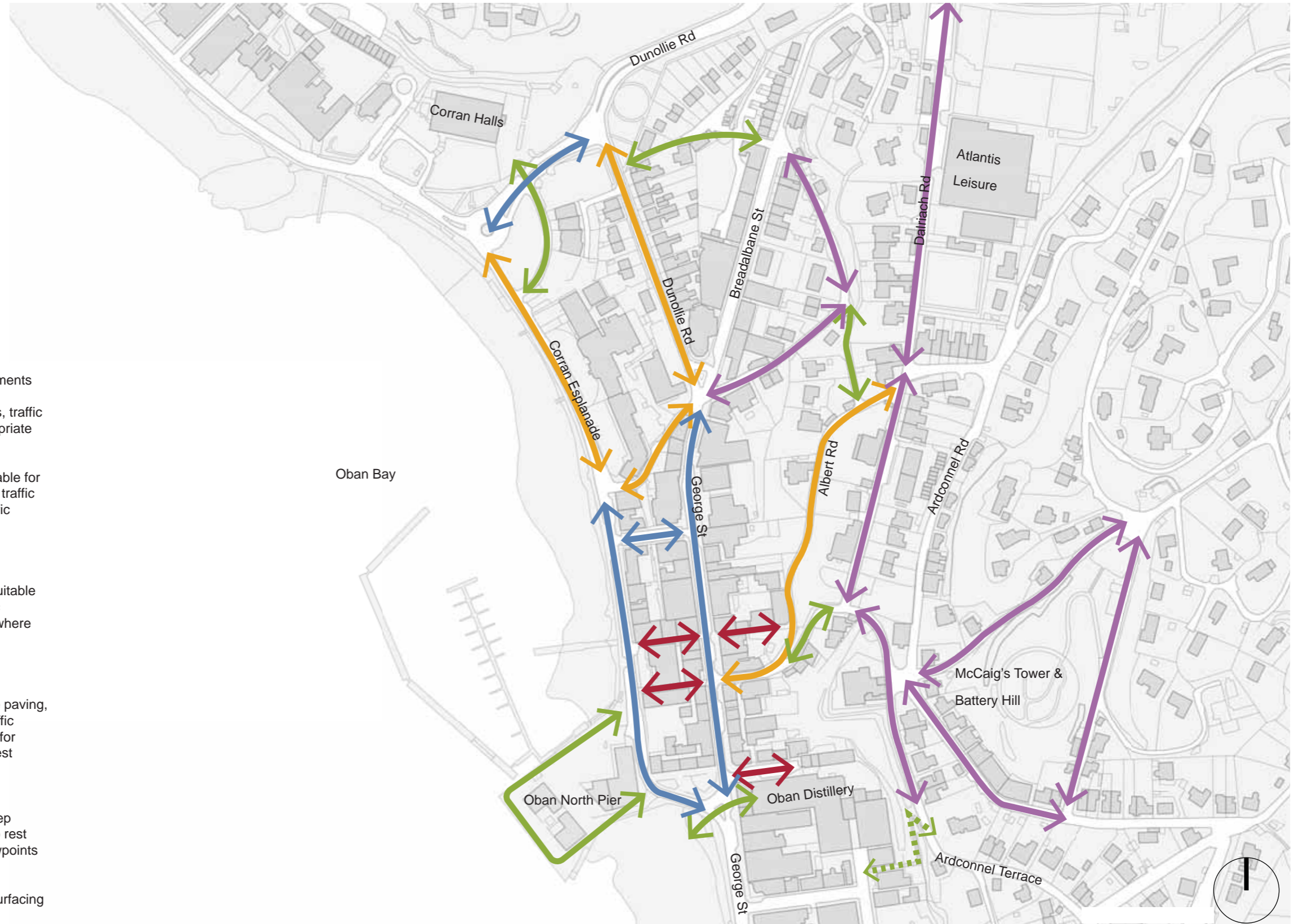
- 1 Corran Esplanade North
- 2 Corran Esplanade South
- 3 Corran Esplanade Northeast
- 4 Dunollie Road
- 5 George Street
- 6 Oban North Pier Driveway
- 7 Victoria Cres
- 8 Park Hotel Lane
- 9 William Street
- 10 John Street West
- 11 George Street Alley
- 12 Harbour Promenade Connecting route
- 13 Stafford Street
- 14 Dunollie Road Alley
- 15 Nursery Lane
- 16 John Street East
- 17 Craigard Road West
- 18 Albert Lane
- 19 Albert Road Alley South
- 20 Albert Road
- 21 Dalriach Road
- 22 Ardconnel Terrace
- 23 Ardconnel Terrace Alley
- 24 Laurel Road
- 25 Ardconnel Road
- 26 Duncraggan Road
- 27 Craigard Road East
- 28 Albert Road Alley North





# Access Framework

- **Vehicle Route | Core Area**  
 Principal vehicle route suitable for improvements e.g. optimise traffic flow, widened & continuous footways, drop kerbs, traffic calming, cycling infrastructure where appropriate
- **Vehicle Route | Core Area no footway**  
 Principal vehicle route with no footway suitable for improvements e.g. install footway, optimise traffic flow, continuous, footways, drop kerbs, traffic calming, cycling infrastructure where appropriate
- **Vehicle Route | Residential**  
 Residential vehicle route with no footway suitable for improvements e.g. install footway, traffic calming, drop kerbs, cycling infrastructure where appropriate
- **Pedestrian Link**  
 Pedestrian link for upgrade e.g. improved pedestrian crossings with associated tactile paving, resurfacing footway definition/widening, traffic calming, resurfacing, drop kerbs, handrails for steep sections with associated seating to rest stops
- - - - **Pedestrian Link | Stepped**  
 Stepped pedestrian link for upgrade e.g. step upgrades, resurfacing, handrails, seating to rest stops, interpretive features to enhance viewpoints
- **Vennel / Side Street**  
 Town centre vennel for improvement e.g. surfacing upgrades, shared surface treatment



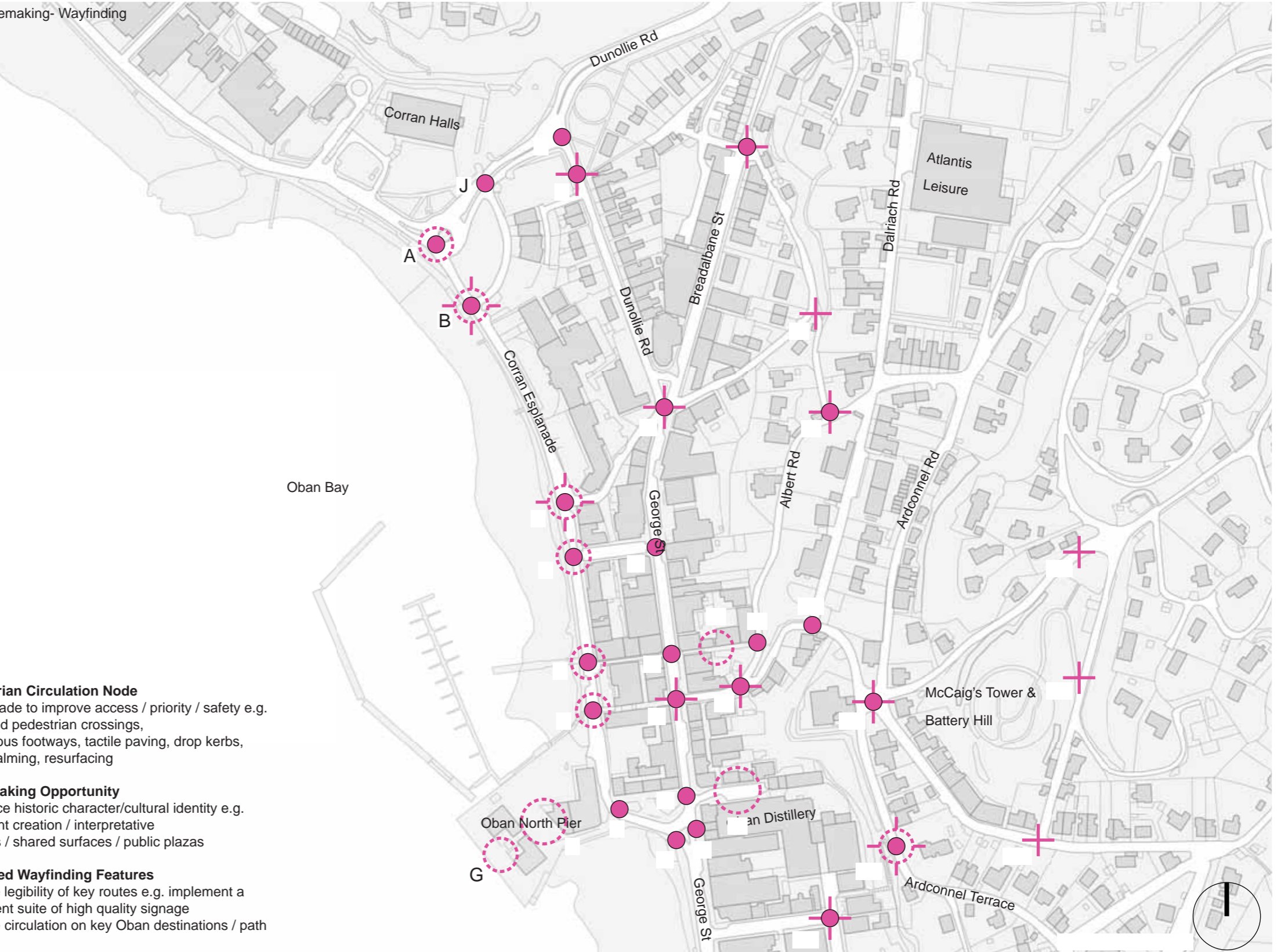


# Nodal Points & Wayfinding

- A Node - Placemaking
- B Node - Placemaking- Wayfinding
- C Node - Placemaking- Wayfinding
- D Node - Placemaking
- E Node - Placemaking
- F Node - Placemaking
- G Placemaking
- H Placemaking
- I Node
- J Node
- K Node
- L Node - Wayfinding
- M Node - Wayfinding
- N Node
- O Node
- P Node - Wayfinding
- Q Node
- R Node
- S Node
- T Node - Wayfinding
- U Wayfinding
- V Node - Wayfinding
- W Placemaking
- X Node
- Y Node - Wayfinding
- Z Placemaking
- AA Node
- AB Node - Wayfinding
- AC Node - Wayfinding

- AD Node - Placemaking- Wayfinding
- AE Wayfinding
- AF Wayfinding
- AG Wayfinding

- **Pedestrian Circulation Node**  
for upgrade to improve access / priority / safety e.g. improved pedestrian crossings, continuous footways, tactile paving, drop kerbs, traffic calming, resurfacing
- **Placemaking Opportunity**  
Reinforce historic character/cultural identity e.g. viewpoint creation / interpretative features / shared surfaces / public plazas
- ✚ **Improved Wayfinding Features**  
improve legibility of key routes e.g. implement a consistent suite of high quality signage to guide circulation on key Oban destinations / path network



## Chapter 6

### Detailed Site Visit

A detailed site visit was undertaken, and each route identified in the Strategic Access Framework has been walked to understand the existing conditions and potential design proposals in detail. The considerations of the site audit for the Core Routes, and Site Streets and Vennels are outlined in the following pages

#### Core Routes

- 1 Corran Esplanade North
- 2 Corran Esplanade
- 3 Corran Esplanade Northeast
- 4 Dunollie Road
- 5 George Street

#### Side Streets and Vennels

- 6 Oban North Pier Driveway
- 7 Victoria Cres
- 8 Park Hotel Lane
- 9 William Street
- 10 John Street West
- 11 George Street Alley
- 12 Harbour Promenade Connecting route
- 13 Stafford Street



## Core Routes

### 1 Corran Esplanade North



#### Route appraisal

- Footways are only present on the western side of the carriageway.
- Poor connection between east and west side, due to high volume of traffic with a lack of formal crossing points.
- Western footway is relatively wide, increasing in width and separation from traffic to the north.
- Footway clutter including road signage, utility boxes and lighting columns impede pedestrian movements with no colour contrast banding present for visually impaired pedestrians.
- Straight and wide road alignment may encourage higher vehicle speeds during low traffic periods.
- Eastern footway terminates north of Park Hotel Lane, and there is no pedestrian crossing point to enable pedestrians to cross to the western footway.
- No dropped kerbs are present meaning wheelchair and buggy access is impeded.

#### Potential Design Options

- Remove, relocate and rationalise road signage to clear footway obstructions.
- Reduce carriageway width to enable footway/cycleway expansions and provision of footway on eastern side.
- Ensure consistent 2m minimum width footways with upstand kerbs.
- Implement continuous footways across side road junctions prioritising non-vehicular movement.



Pedestrian route leading north from Corran Esplanade. The footway surface is slightly uneven



Pedestrian route leading south from Corran Esplanade. The route is more popular than the opposite side one, due to the views and the width of the footway



Pedestrian route leading north from Corran Esplanade Footway clutters with lighting columns and Street signs



Pedestrian route along Corran Esplanade widen into Oban Promenade, where several benches placed along



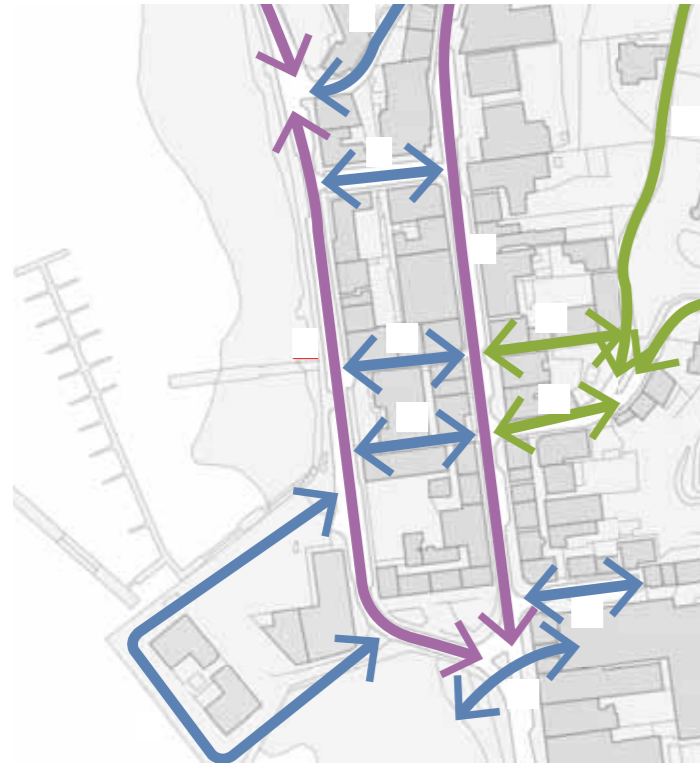
Oban promenade leading to Corran Halls from Corran Esplanade



Oban promenade looking east adjacent to the crossing point linking Corran Halls.



## Core Routes 2 Corran Esplanade South



### Route Appraisal

- Poor connection between east and western footways, due to high volume of traffic with limited formal crossing points. Connections are improved during off peak hours.
- Poor quality surface and obstructions can be seen in several parts of the pedestrian routes.
- Width of footway is restricted in sections due to bins, street furniture and restaurant seating.
- Drainage grating placed in areas of main pedestrian flow.
- Unmet pedestrian desire line from North Pier Car Park / pontoon access (Node F) to the Stafford Street public realm area.
- Potential vehicle / pedestrian conflict, as pedestrian desire line is north of existing signalised crossing encouraging uncontrolled crossings on a bend.
- The unmaintained appearance on the east side of Corran Esplanade may discourage people from crossing over.
- - No existing fingerpost or signage guiding people to George Street.
- Conflict point between Muthu Oban Hotel vehicle access and pedestrians on eastern footway.
- Key node for bus stop and cruise ship arrivals on western footway.
- Temporary high concentrations of pedestrians during cruise passenger embarking / disembarking, and interaction with associated coach pick-ups / drop-offs.
- Western footway cluttered by several utilities boxes and substation located adjacent to jetty entrance.

### Potential Design Options

- Remove, relocate and rationalise road signage to clear footway obstructions.
- Reduce carriageway width to enable footway/cycleway expansions and provision of footway on eastern side.
- Ensure consistent 2m minimum width footways with upstand kerbs.
- Implement continuous footways across side road junctions prioritising non-vehicular movement.
- Reduce footway clutter from moveable obstructions; bins, signage, bollards etc.
- Improved signage and waymarking for Cruise Ship passengers to reduce dwell time and crowding, eg. 'welcome point' and wayfinding totem.



Pedestrian route leading north from Corran Esplanade. The uncontrolled crossing point becomes challenging for pedestrian during peak time driving hours



Pedestrian route leading north from Corran Esplanade. Several footways build-outs with cars parking can be seen along the road



Pedestrian route leading south from Corran Esplanade. The width of footway is reduced by restaurants' furniture



Pedestrian route looking south across from the Oban North Pier. The footway surface remains poor quality



Looking south towards Oban Train Station. The footways contain minor obstructions by bins, feeder pillars, and restaurant's furniture.



Pedestrian route towards the junction of Corran Esplanade and George Street.



## Core Routes

### 3 Corran Esplanade Northeast



#### Potential Design Options

- Reduce carriageway width to enable footway/cycleway expansions and provision of footway on south-eastern side.
- Rationalise car park accesses to enable removal of central reserve to provide more space for footway/cycleway.
- Create a continuous footway on either side of the carriageway to reduce the need to cross the road.
- Improve bus stop facilities and create direct pedestrian links.
- Formalise and create new pedestrian crossings that meet pedestrian desire lines.
- Enhance integration of the Core Path linkage to Corran Brae, Dunollie Castle, and Battleship Hill walk from Oban Town Centre routes.
- Soften the vehicle-dominant setting and define the gateway at a human scale.
- Frame the sea vista with street trees and consider broader environmental improvements for a welcoming arrival at the key A85 gateway.

#### Route Appraisal

- Poor connection between north and south side of A85 during peak hours, due to one sided footway, high volume of traffic, and uncontrolled crossing point.
- No formal pedestrian crossings resulting in several unmet pedestrian desire lines.
- Unwelcoming and vehicle-dominated environment.
- Frequent congestion and vehicle queuing is an existing issue. Impacts to junction capacity will need to be considered to ensure congestion is not worsened, as this would have knock-on impacts for air quality, pedestrian and cycle amenity.
- Car park accesses rely on the roundabout arrangements to prevent vehicles needing to circulate the project area to access them.
- Victoria Crescent and the green fronting it are privately owned and managed and therefore there are limited opportunities for interventions here.



Pedestrian routes leading east from Corran Esplanade towards Corran Halls car park



Pedestrian route looking north to Corran Halls with multiple jointed routes in same width



The footway surface is uneven with poor quality paving



Pedestrian route along A85 linking Dunollie Road to Corran Esplanade. The one sided footway adding difficulty for pedestrian crossing



The crossing point at the car park entrance is not going straight on the pedestrian route



A85 looking northeast. The uncontrolled crossing point posing challenges for pedestrian during peak time driving hours



## Core Routes 4 Dunollie Road



### Route Appraisal

- Unfriendly pedestrian route due to discontinuous path on the east side, uneven and poor quality surface, and medium to major obstructions by cars.
- Unclear pedestrian routing at the Dunollie Road / Breadalbane Street Y-junction caused by poor crossing points and lack of wayfinding.
- High concentration of B&Bs and guest houses which will generate a higher frequency of pedestrian movements than standard residential properties.
- Properties front directly onto the A85 (Dunollie Road and Corran Esplanade) with no kerbed footway and painted 'access strips' only.
- Extremely narrow footway on western side.
- General lack of dropped kerbs and tactile paving present at crossing points.
- Businesses take vehicle access over footway to private parking areas.
- Very limited on-street parking to serve residential demand.
- Frequent queuing traffic along entire link.

### Potential Design Options

- Reduce carriageway from 5m existing and reallocate space for active travel.
- Ensure consistent 2m minimum width footways with upstand kerbs.
- Implement continuous footways across side road junctions prioritising non-vehicular movement.
- Create clarity in pedestrian routing at the southern end around private vehicle access points and Dunollie Road / Breadalbane Street Y-junction.
- Enhance key civic and historic gateways through paving buildouts and threshold definition.
- Reduce street clutter and barriers to accessibility.
- Make Nursery Lane one-way (southbound) to remove the requirement for the filter lane from Dunollie Road to Breadalbane Street, and simplify the complex junction arrangement.
- Minimise vehicle dominance and conflicts on Dunollie Road / George Street route:
  - Maintain consistent 2m minimum width footways with upstand kerbs.
  - Implement designated pedestrian crossings and continuous footways at side road junctions, prioritising non-vehicular movement.
  - Enhance key civic and historic gateways through paving buildouts and threshold definition.
  - Reduce street clutter and barriers to enhance overall accessibility.



Pedestrian route leading south from A85. There are footway on both sides of the road, and reduce to one west side footway beyond Route 14



Looking west towards Corran Esplanade



Pedestrian route leading south from A85. Single footway on the west side of Dunollie Road, with uneven and poor quality surface



Looking south towards George Street. Cars parking on both sides of the road



Looking south towards George Street. The pedestrian route becomes unclear with potential medium to major obstructions by cars and traffic cones



Towards the Y-junction of Dunollie Road, George Street, and Breadalbane Street. The lack of street signs and clear crossing points pose risk of getting lost



## Core Routes 5 George Street



### Route Appraisal

- Frequent minor footway obstructions on both sides of George Street.
- Generally poor quality surface and crossing points, forming an unfriendly walking environment.
- High concentration of retail, leading to conflicting demands for short-stay car parking, HGV loading and high footfall.
- High frequency of reversing / turning movements for parking / loading alongside consistent through-traffic vehicle queuing and congestion.
- High frequency of footway and yellow line parking.
- Footway clutter and high footfall limits pedestrian space, sometimes forcing pedestrians on-carriageway amongst vehicle queuing and reversing movements.

### Potential Design Options

- Ensure consistent 2m minimum width footways with upstand kerbs.
- Implement continuous footways across side road junctions prioritising non-vehicular movement.
- Enhance key civic and historic gateways through paving buildouts and threshold definition.
- Reduce street clutter and barriers to accessibility, and improve footway surfacing.
- Design out indiscriminate parking through reduction in carriageway width, use of seating and green infrastructure.
- Convert single yellow to double yellow with loading restrictions in place.
- Prioritise loading and disabled bays on-street.
- Relocate general parking to off-street car parks through design of prominent capture point / pricing incentives / increased car park capacity.
- Adjust car park pricing to discourage on-street parking along this section.
- Incorporate prominent cycle parking at key, convenient locations.



Pedestrian routes leading south from George Street.



Pedestrian route looking north to the Y junction. One bollard at the crossing point is missing.



Pedestrian route looking north to the cathedral. The footway drain, uneven surface, and bins form an unpleasant walking environment.



Looking north from George Street. Minor obstructions appear on the both sides of road, especially on the build-outs.



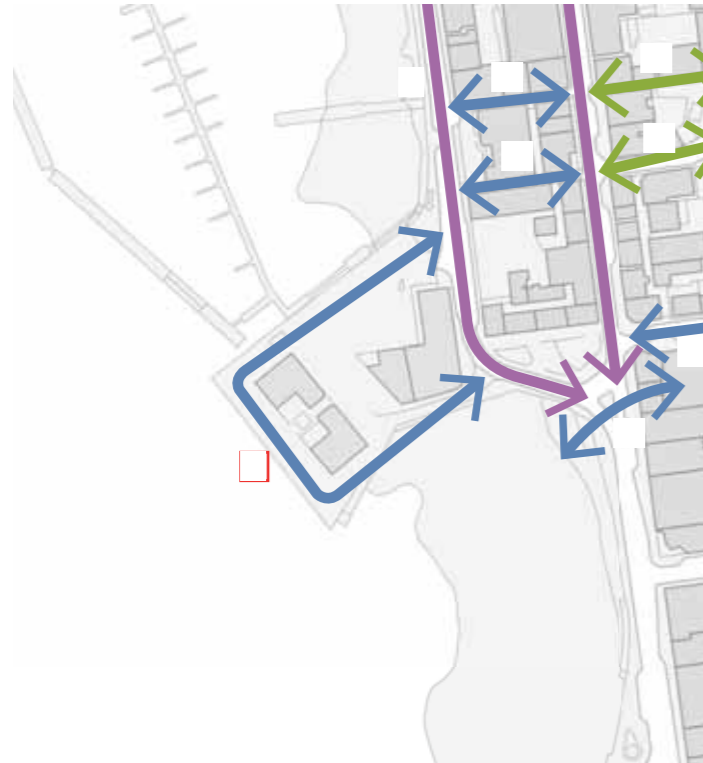
Looking north from George Street. The busy high street with poor and uneven surface.



Looking north from George Street adjacent to the junction of A85. Good quality surface and the only crossing point with tactile can be seen at the southern point.



## Side Streets and Vennels 6 Oban North Pier Driveway



### Route appraisal

- Poorly defined access and landscape setting of Listed Piermaster Office and Clock tower
- Setting and intergration of Category B listed Columba Hotel dominated by expansive area of asphalt and car parking.
- The general quality of southern access junction is good following improvement works as part of the CHORD scheme.
- Finger post signage is present for wayfinding.
- Lack of tactile paving to denote pedestrian crossing over the southern vehicle access.
- Drainage grating placed in areas of main pedestrian flow.
- Key node for bus stop and cruise ship arrivals on western footway.
- Temporary high concentrations of pedestrians during cruise passenger embarking / disembarking, and interaction with associated coach pick-ups / drop-offs.
- Western footway cluttered by several utilities boxes and substation located adjacent to jetty entrance.

### Potential Design Options

- Remove parking between Tourist information centre and restaurant building and extend existing public realm improvement to create a more welcoming/ pedestrian friendly setting for both buildings.
- Improve pedestrian access from Corran Esplanade into North pier car park.
- Potential to reduce vehicle use of the southern junction by reconfiguring to make entry only, or restrict use to operational pier traffic only, or:
- Potential to reconfigure car park to create separate entry (south of tourist information centre) and exit (existing main access) and increase pedestrian space adjacent to jetty.
- Formalise/rationalise crossing point north of North Pier junction to support vital desire lines.
- Decrease vehicle dominance and enhance the landscape setting of the Columba Hotel and Piermaster Office.
- Clearly define pedestrian access routes and use materials appropriate for these historically important buildings. Consider interpretation/artistic interventions to reinforce identity.
- Improvements to vennel passing under the Muthu Oban Hotel and improved crossing to draw visitors from car park and cruise ship jetty onto George Street.
- Improved signage and waymarking for Cruise Ship passengers to reduce dwell time and crowding, eg. 'welcome point' and wayfinding totem.





## Side Streets and Vennels 7 Victoria Crescent



### Route appraisal

- Unmet pedestrian desire line along Victoria Crescent due to lack of eastern footway and poor crossing experience caused by high traffic volumes and lack of crossing facilities.
- Poor pedestrian connections from Esplanade Car Park with no formal pedestrian facilities, unmet desire lines and no safe crossing to western footway on Corran Esplanade.
- Footway clutter including road signage, utility boxes and lighting columns impede pedestrian movements with no colour contrast banding present for visually impaired pedestrians.

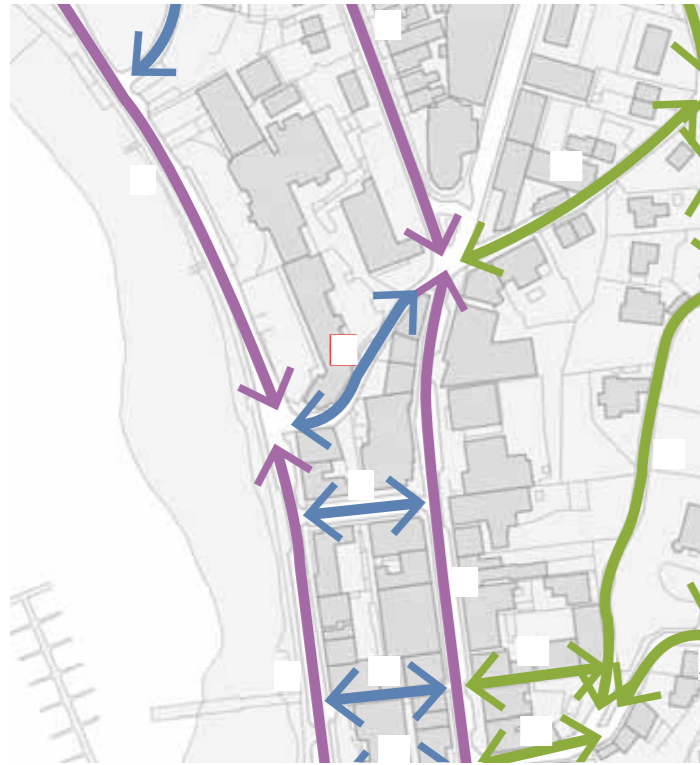
### Potential Design Options

- Remove, relocate and rationalise road signage to clear footway obstructions.
- Reduce carriageway width to enable footway/cycleway expansions and provision of footway on eastern side.
- Formalise/rationalise crossings to support vital desire lines.
- Explore potential to create a cycle bypass of the roundabout using Victoria Crescent (subject to adoption / ownership).
- Improve pedestrian connections to the Esplanade Car Park and improve wayfinding to encourage use over on-street parking.





## Side Streets and Vennels 8 Park Hotel Lane

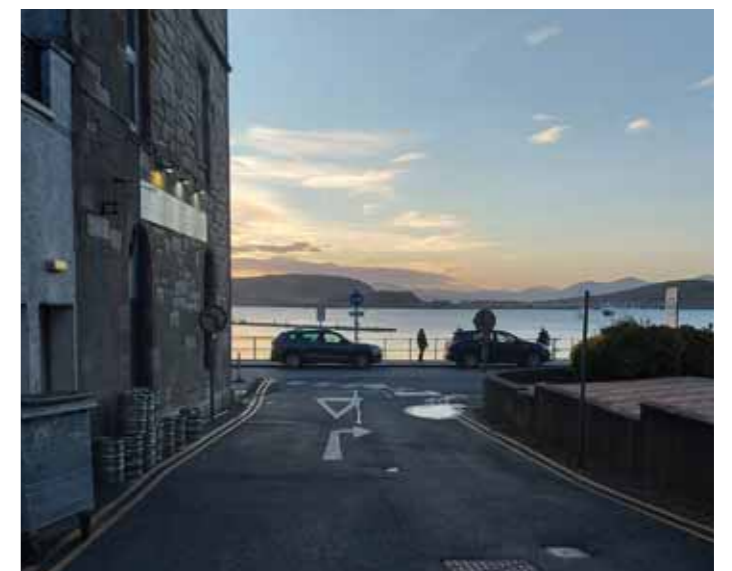
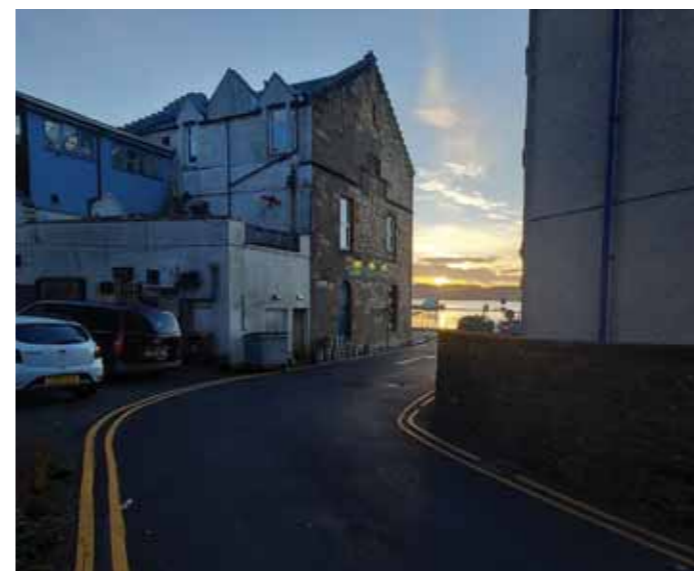


### Potential Design Options

- Implement continuous footways across side road junctions prioritising non-vehicular movement.
- Explore opportunities for appropriate traffic management to reduce use of Park Hotel Lane as a vehicle traffic cut-through from Breadalbane Street and Dunollie Road.
- Placemaking improvements to create sense of arrival at seafront.
- Alleviate complexity at the junction by adding clear wayfinding signage.

### Route appraisal

- No existing fingerpost or signage guiding people to Dunollie Road.
- Complex eastern junction arrangement with many competing and conflicting vehicle movements.
- Several frequently used private vehicle accesses (including Farmfoods and the Argyll Furniture store) conflicting with pedestrian movements.
- Frequent vehicle movements from Breadalbane Street to Park Hotel Lane as cut-through to Corran Esplanade. Whilst this is not an ideal arrangement it removes vehicles unnecessarily circulating the entire study area on A85 one-way System. Interventions will need to carefully consider the impacts, pros and cons of facilitating this movement.





## Side Streets and Vennels 9 William Street



### Potential Design Options

- Implement continuous footway across William Street side road junctions prioritising non-vehicular movement.
- Explore opportunity to implement signalised pedestrian crossing on Corran Esplanade
- Explore opportunities for appropriate traffic management to reduce use of William Street by circulating vehicles.
- Placemaking improvements to create sense of arrival at seafront.
- Widen footways on William Street, enhancing a key desire line connection and sea view.
- Enhance beach and sea access. Strengthen Oban's identity with viewpoints and potential interpretation/artistic intervention that highlight its intrinsic connection to the sea.

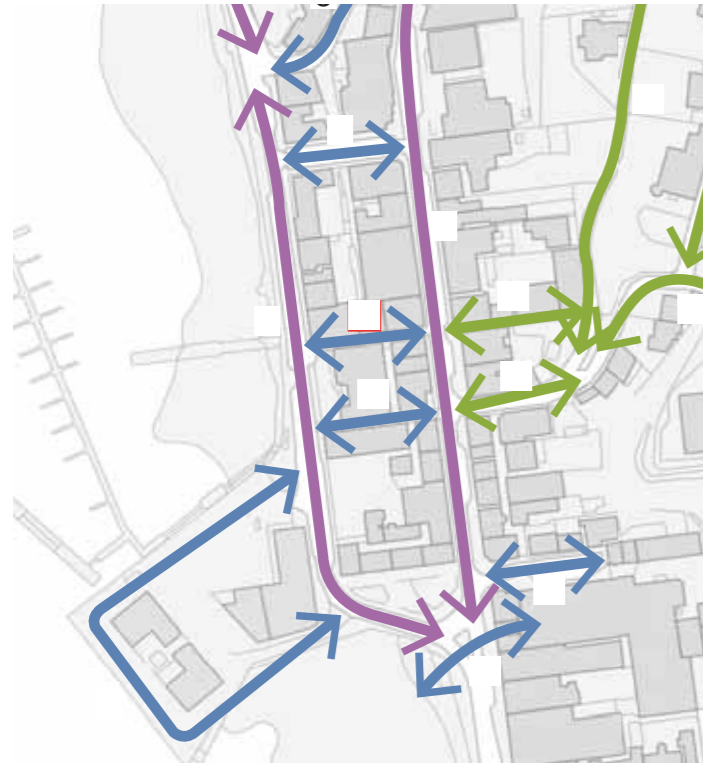
### Route appraisal

- Uncontrolled crossing points and pedestrian build-outs present on both sides of William Street junction.
- Route forms a key pedestrian link from George Street to seafront. During peak traffic periods, uncontrolled crossing movements may be challenging for pedestrians
- High bin quantity reduces footway width on both sides of William Street.
- Reduced footway width poses potential conflicts between vehicles and pedestrians.
- Desire line to seafront from George Street and Vehicle cut-through from Esplanade used by circulating to access to George Street.





## Side Streets and Vennels 10 John Street West



- Single Yellow Line vehicle parking on the western side of George St obstructs pedestrian flows and obstructs high-quality sea views down John Street.
- John Street on western side has narrow “footways” adjacent to a narrow unusable “carriageway”, resulting in uneven surfacing and poor pedestrian experience.
- John Street between George Street and Corran Esplanade is unadopted and privately maintained.

### Potential Design Options

- Resurfacing and environmental improvements on John Street to support key desire line connection from Albert Road, via George Street to sea front.
- Rationalise the Muthu Oban Hotel vehicle entrance to reduce potential for vehicle pedestrian conflict when exiting or entering John Street. Implement continuous footway to prioritise non-vehicular movement.
- Relocate Corran Esplanade pedestrian crossing point to align with John Street to reduce vehicle pedestrian conflict, enhance connection to seafront including boat tour pontoons, and maximise sightlines eastwards to George Street and Albert Road.
- Strengthen pedestrian crossing points across George Street to John Street.

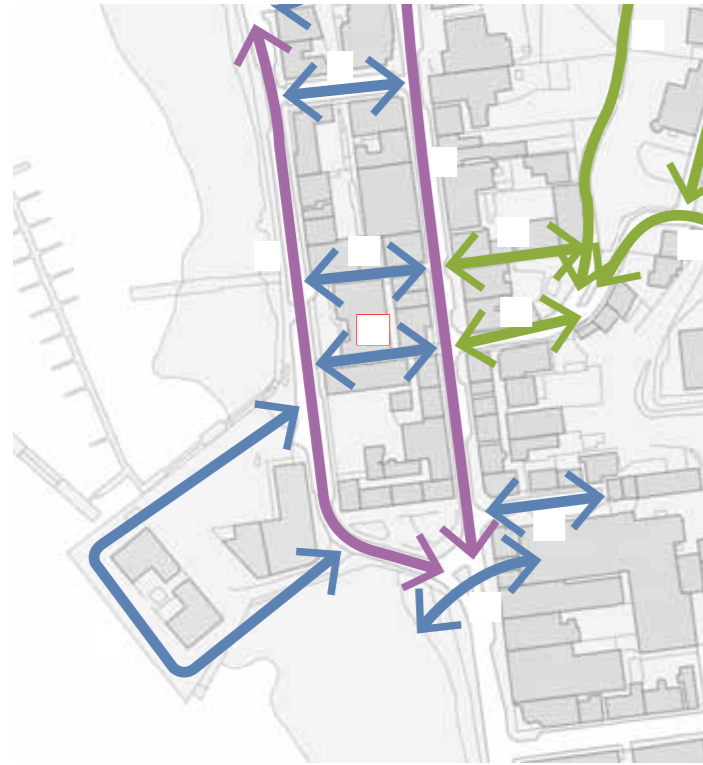
### Route appraisal

- Key seafront arrival point from John Street.
- Pedestrian conflict point between John Street and vehicle crossover serving Muthu Oban Hotel
- Existing pedestrian build-out is not located in optimum position. Location results in pedestrian desire lines over Hotel vehicle crossover.
- The Corran Esplanade crossing location results in short sight-lines east, restricting opportunities for pedestrian orientation towards George Street.
- Key east-west desire line leads to potential conflicts between vehicles and pedestrians. The uncontrolled pedestrian crossing pose a potential issue during periods of heavy traffic as pedestrians may have limited opportunities to cross.
- No tactile paving is present at the crossing points, inhibiting movements by visually impaired users.
- Narrow street with a connection to the sea and beach.





## Side Streets and Vennels 11 George Street Alley



### Route appraisal

- The unmaintained appearance on the east side of Corran Esplanade may discourage people from crossing over.
- No existing fingerpost or signage guiding people to George Street.
- Lack of clarity on level of public access through underpass alley.
- Conflict point between Muthu Oban Hotel vehicle access and pedestrians on eastern footway.
- Safety hazard for northbound pedestrians on eastern footway, due to lack of intervisibility for vehicles exiting the underpass alleyway.

- The pathways require upgrading due to poor surface conditions.
- The access route to the seafront has visual clutter, potential trip hazards from local storefront bins, pallets and signage boards, and appears unmaintained, possibly discouraging pedestrians.
- Steep gradients resulting in stepped access.

### Potential Design Options

- Reduce footway clutter from moveable obstructions; bins, signage, bollards etc.
- Improvements to vennel passing under the Muthu Oban Hotel and improved crossing to draw visitors from car park and cruise ship jetty onto George Street.
- Improved signage and waymarking for Cruise Ship passengers to reduce dwell time and crowding, eg. 'welcome point' and wayfinding totem.
- Enhance civic and historic gateways through paving buildouts and threshold definition, including improved access to the seafront
- Reduce street and footway clutter and barriers to enhance overall accessibility.
- Improved wayfinding and legibility to direct pedestrians to key destinations.





## Side Streets and Vennels

### 12 Harbour Promenade Connecting route



#### Potential Design Options

- Reduce and rationalise clutter from moveable obstructions where possible.
- Reduce carriageway width of circulatory right-turn vehicle lane, and enable a new pedestrian crossing point from traffic island northbound. This would provide additional options for pedestrians to cross a lower-trafficked link during peak hours.
- Explore potential to reconfigure bus stop and carriageway to place pedestrians in a more visible location when bus stop is occupied.

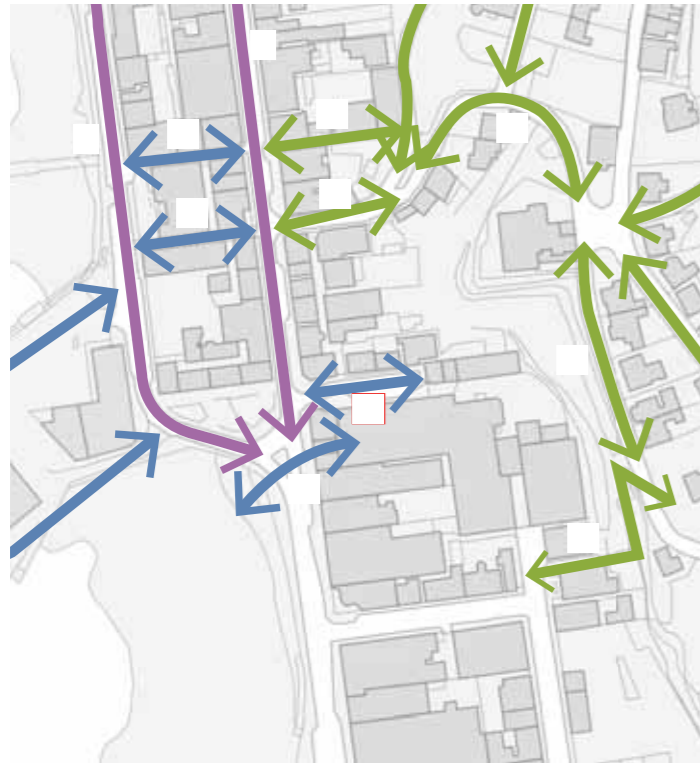
#### Route appraisal

- The general quality of this location remains in good condition following improvement works as part of the CHORD scheme.
- Tactile paving and dropped kerbs are present.
- Some footway and visual clutter is present due to signage, traffic counter unit, lighting columns and numerous bins.
- Uncontrolled crossing with traffic island enables two-stage crossing. However during peak traffic periods there are limited breaks in southbound traffic to allow safe crossing.
- Circulatory right-turn vehicle lane is wide but experiences lower traffic flow than main north / south routes.
- When bus stop is occupied, driver view of pedestrians waiting to cross from eastern footway is obstructed. Pedestrians also have their view of oncoming southbound traffic obstructed, leading to potential pedestrian / vehicle conflict.





## Side Streets and Vennels 13 Stafford Street



### Potential Design Options

- Explore opportunities to reduce HGV reversing from Stafford Street, e.g. through loading strategies or relocation of parking to enable vehicles to enter, turn and exit Stafford Street in forward gear
- Reduce the prominence of vehicles and improve the ambiance of the historic Stafford Street and Oban Distillery.
- Explore the possibility of harmonising the area with premium stone surfacing, establishing a civic square to encourage greater pedestrian activity and support local businesses.

### Route appraisal

- The general quality of this location remains in good condition following improvement works as part of the CHORD scheme.
- Tactile paving and dropped kerbs are present.
- There is a high frequency of vehicle servicing movements at Stafford Street. Lack of turning area leads to large vehicles reversing onto George Street causing a pedestrian safety hazard and vehicle congestion.



## Chapter 7

### Core Route Appraisal

The core routes of the study area were subject to a further detailed appraisal of the spatial opportunities and constraints using OS mapping.



## Core Route Corran Esplanade North

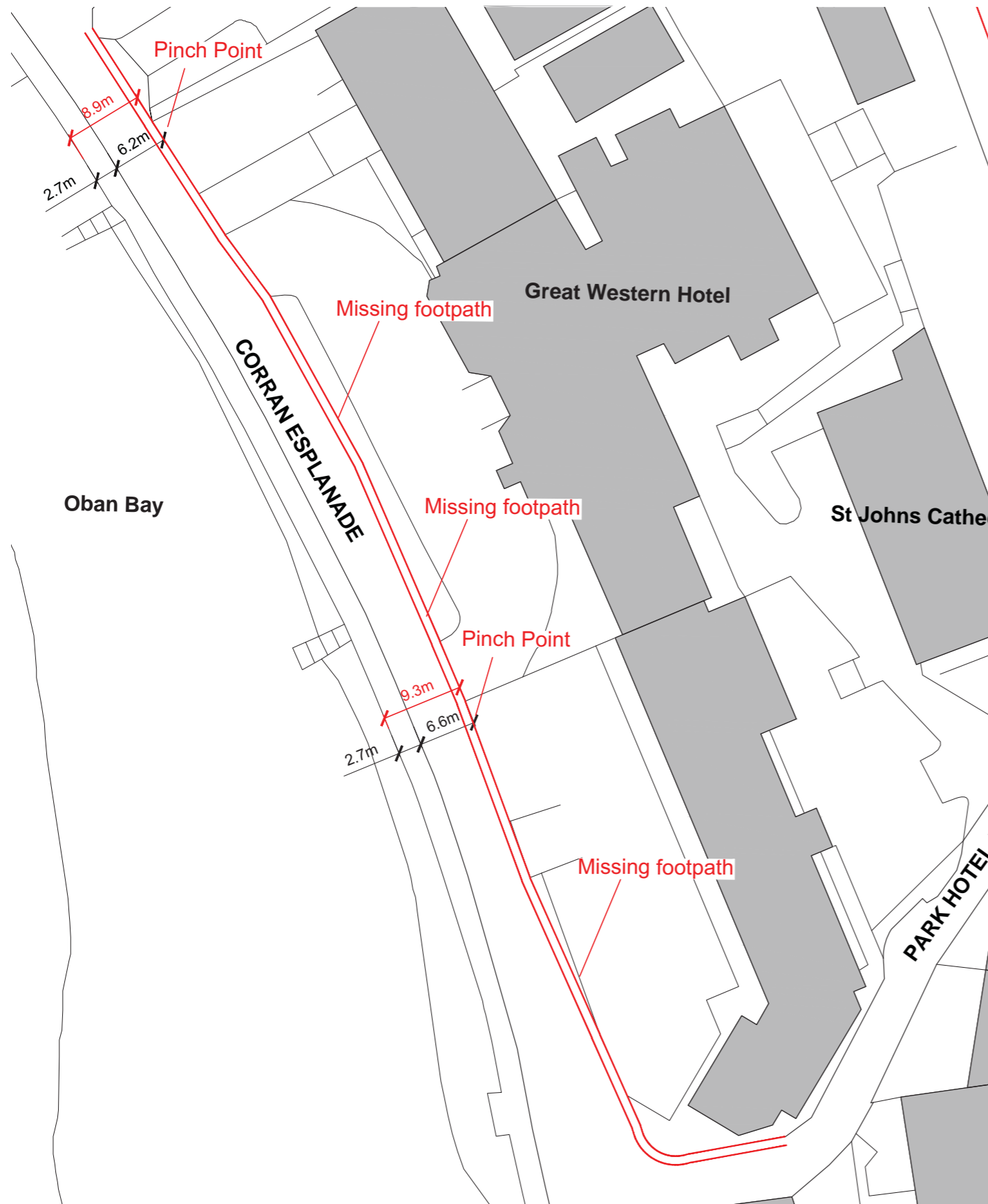


Image 1 | View north on Corran Esplanade showing missing footway to landward side



Image 2 | View north on Corran Esplanade at northern pinch point extent, adjacent to the Great Western Hotel.



Image 3 | View south on Corran Esplanade adjacent to the Great Western Hotel showing missing footway

### Route appraisal

- Approximately 100m length of constrained corridor to Corran Esplanade northern section at around 9m width between pinch points noted on the plan.
- No footway to east side of the carriageway adjacent to the Great Western Hotel along a key pedestrian desire line
- No pedestrian crossing points across carriageway to support key pedestrian desire lines
- Excessive carriageway width encourages high vehicle speed
- Low quality concrete surfacing negatively impacting amenity on principal pedestrian route and key site asset
- Street clutter and other obstructions in footway
- Poor quality boundary wall to east side of carriageway negatively impacting amenity
- Low quality metal guard rail to esplanade negatively impacting amenity
- Lack of seating and viewpoint creation to reinforce sense place and connection with sea
- Requirement to maintain access to slipway and pontoons
- Requirement to accommodate bus movements and bus stops
- Access requirements for hotels and private car parks

## Core Route Corran Esplanade South

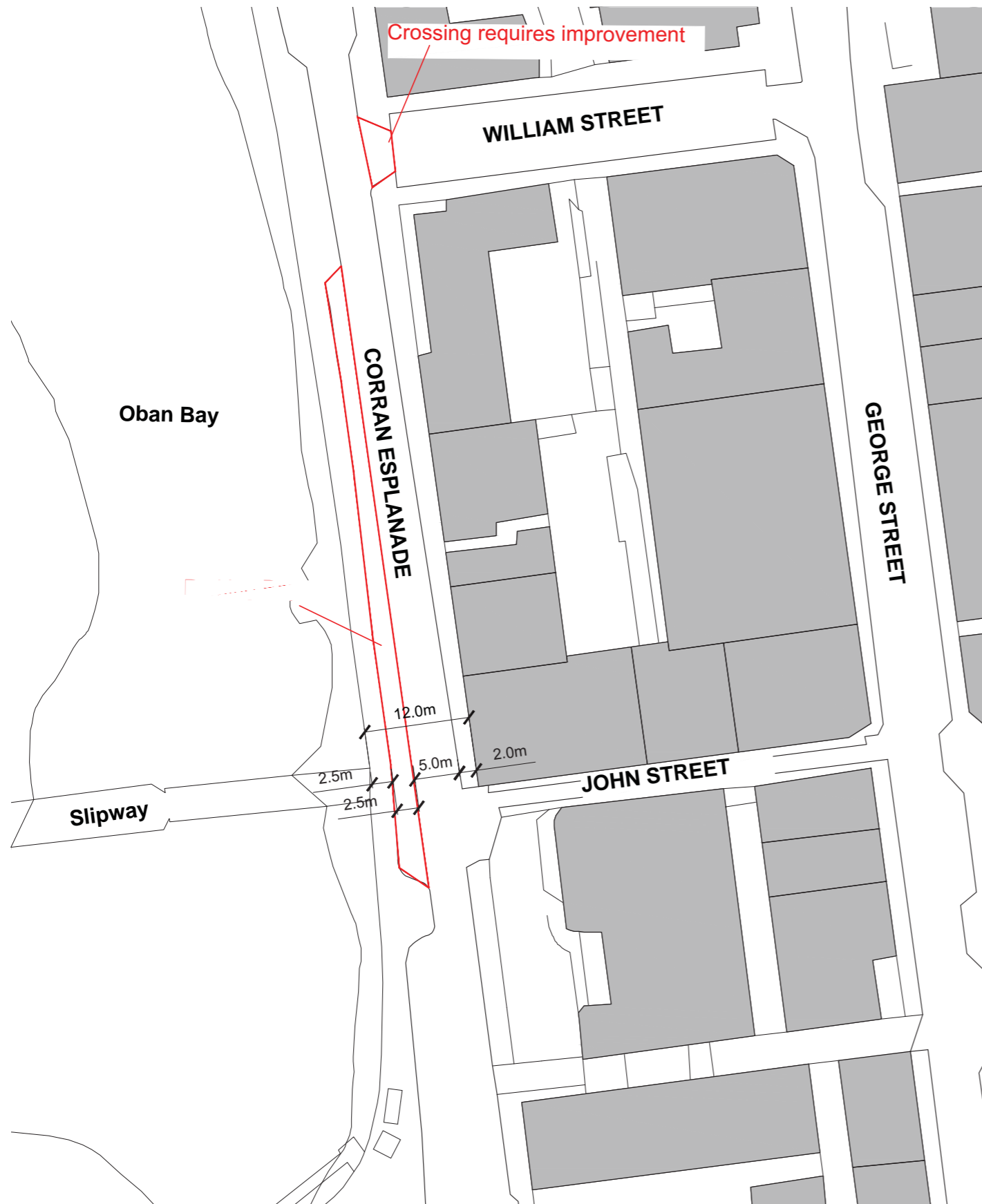


Image 1 | Car parking on Corran Esplanade



Image 2 | Visual impact of car parking on Corran Esplanade in the context of sea views



Image 3 | Arrangement of junction from Corran Esplanade to William Street

## Route appraisal

- Car parking bays negatively impacting visual amenity and constrain physical and visual connection with the sea
- Poor crossing arrangement at junction with William Street restricting access
- Lack of pedestrian crossing points across carriageway to support key desire lines
- Excessive carriageway width encourages high vehicle speed in periods of low congestion
- Low quality concrete surfacing negatively impacting amenity on principal pedestrian route and trip attractor
- Street clutter and obstructions in footway
- Poor quality boundary wall to east side of carriageway negatively impacting amenity
- Low quality metal guard rail to esplanade negatively impacting amenity
- Lack of seating and viewpoint definition to reinforce sense place and connection with sea
- Requirement to maintain access to slipway and pontoons
- Requirement to accommodate bus movements and bus stops
- Access requirements for hotels and private car parks
- Poor landscape setting to listed buildings and key heritage assets
- Connection with ferry/cruise ship terminal poorly defined and no capacity for large pedestrian numbers



## Core Route Dunollie Road

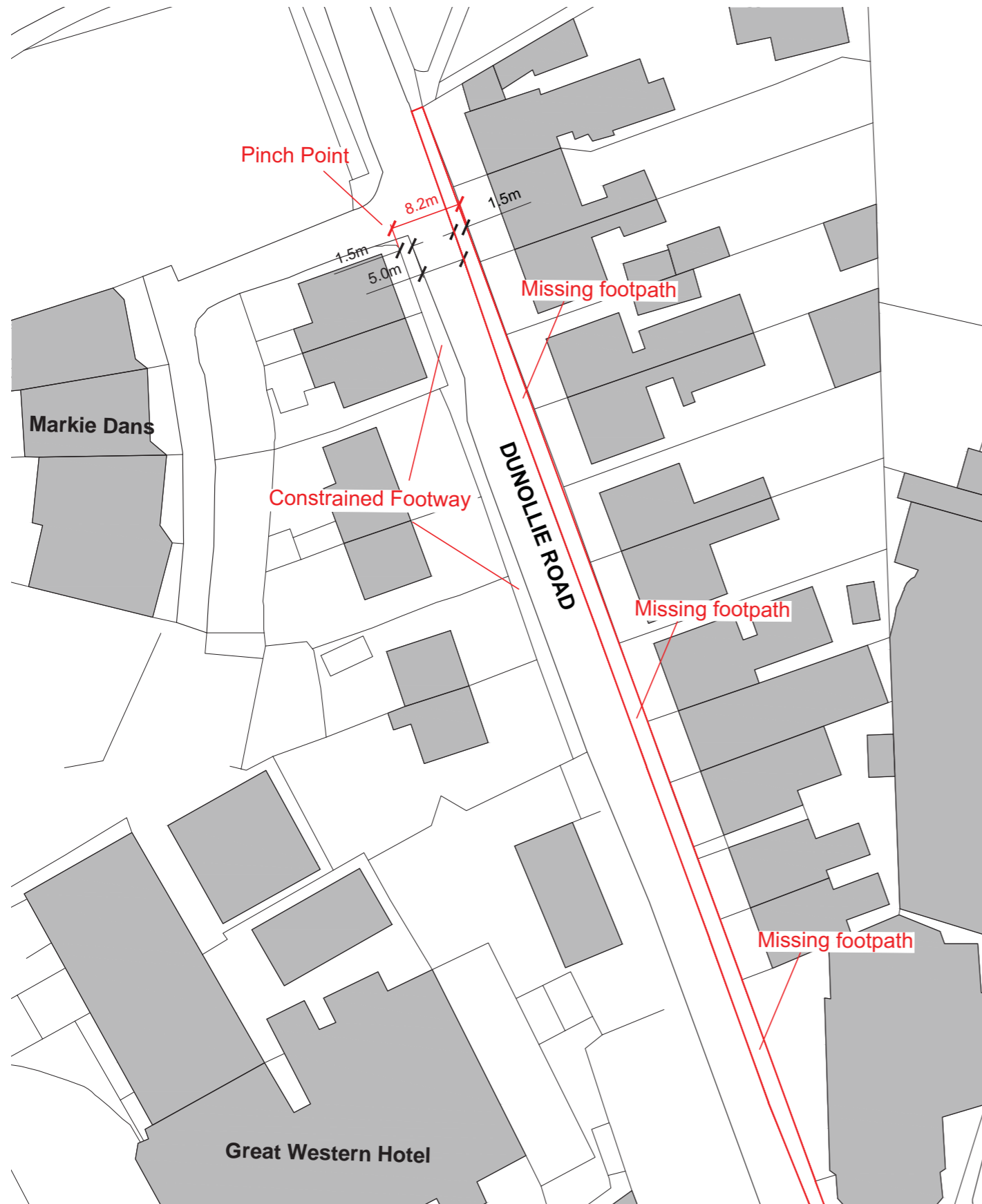


Image 1 | View south along northern section of Dunollie Road showing condition of footway



Image 2 | Image shows informal/non-standard parking arrangement on Dunollie Road adjacent to Farm Foods



Image 3 | Image shows section of advisory footway to north side of Dunollie Road

### Route appraisal

- Approximately 130m length of constrained corridor to northern gateway access to Dunollie Road at around 8m width
- Footway to west side of carriageway below minimum standards - 1.6m
- Footway to east side not defined appropriately and lacking upstand segregation. Adjacent properties front directly onto the A85
- Advisory footway to east side below minimum standards - 1m
- Street clutter and minor obstructions in footway
- Frequent vehicle queuing/congestion
- Excessive carrgeaway width encourages high vehicle speed during periods of low congestion
- Low quality/failed footway surfacing with numerous material types negatively impacting amenity and restricting access
- High concentration of B&Bs and guest houses generating pedestrian movements
- Requirement to maintain access and parking to residential properties
- Businesses take vehicle access over footway

**Core Route**  
**George Street**

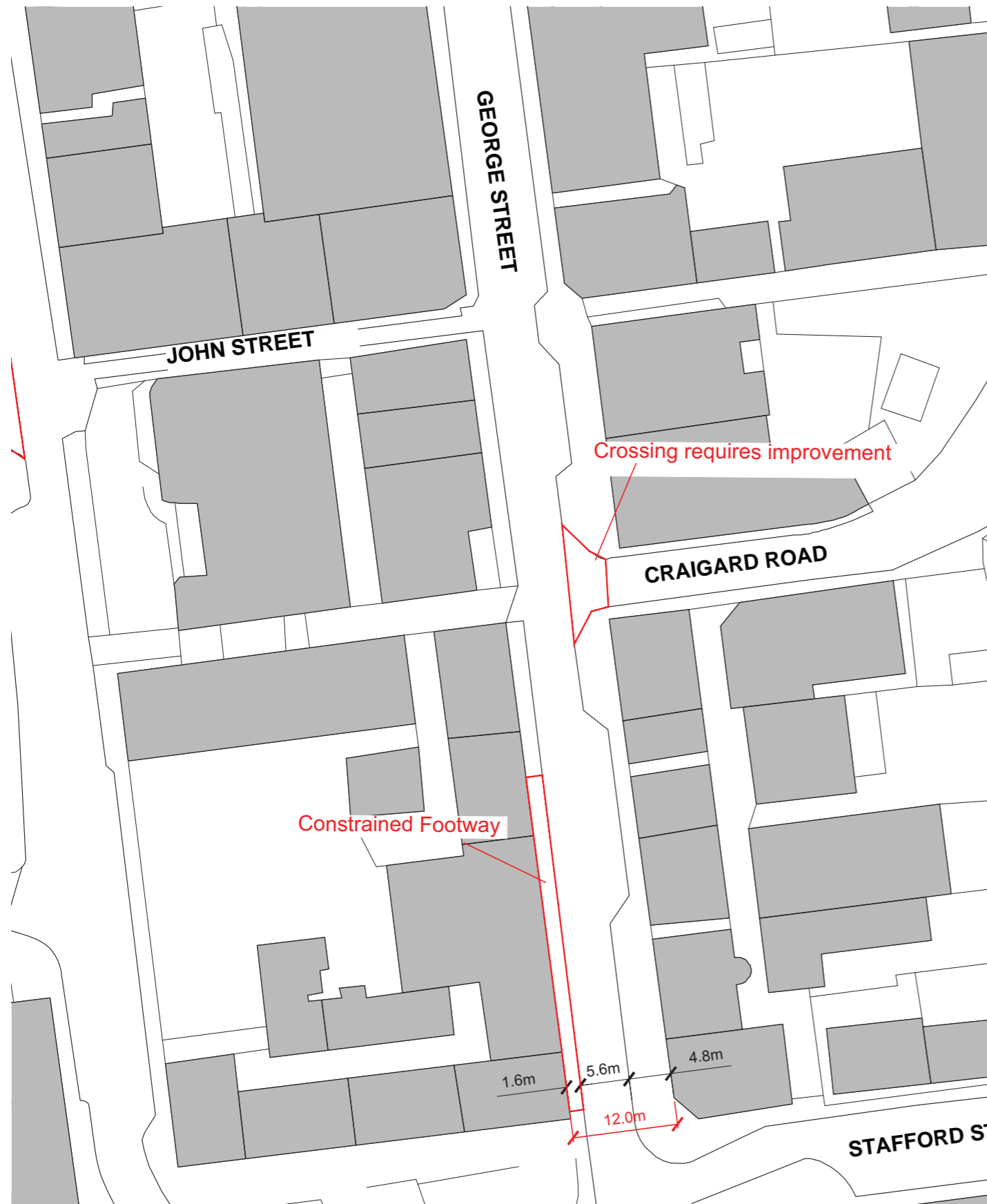


Image 1 | Arrangement of junction between George Street and Craigard Road



Image 2 | View looking south on George Street showing illicit car parking on west side of the street



Image 3 | View looking north at south of George Street showing section on constrained footway

**Route appraisal**

- Widespread illicit vehicle parking to west side of carriageway obstructing access
- Poor crossing arrangement at junction with Craigard Road creating a vehicle/pedestrian conflict
- Width of footways lacks capacity to allow for volume of pedestrian movement
- Lack of pedestrian crossing points across carriageway to support key desire lines
- Excessive carriageway width encourages high vehicle speed during periods of low congestion
- Low quality concrete surfacing negatively impacting amenity on principal pedestrian route
- Significant access/servicing requirements for businesses
- Street clutter and obstructions in footway



## Core Route A85 Roundabout Section

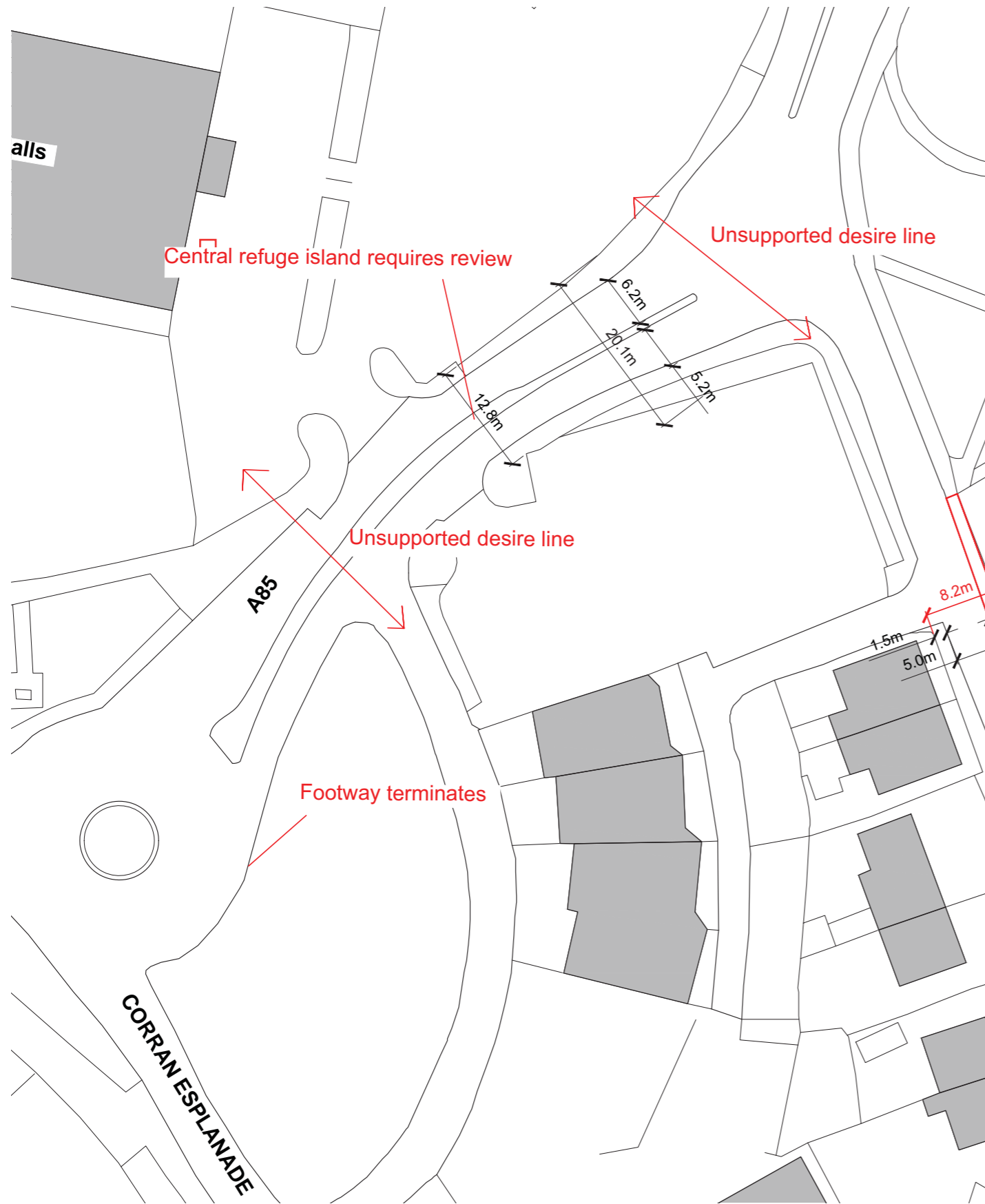


Image 1 | Image showing unsupported pedestrian desire line around junction with Dunollie Road



Image 2 | Image showing termination of footway to south side of carriageway and pedestrian refuge island with defensive paving



Image 3 | Image showing expanse of asphalt defining principal arrival gateway

### Route appraisal

- Poorly defined crossings and unmet pedestrian desire lines create significant pedestrian safety issues
- Footway to south side terminates along key desire line to Corran Esplanade
- No footway to northern side of carriageway
- Frequent vehicle queuing/congestion
- Excessive carriageway width encourages high speed during periods of low congestion
- Central island poorly conceived and lacks capacity to support safe pedestrian crossing and refuge
- Requirement to maintain access and parking
- Requirement to accommodate bus movements and bus stops

## Chapter 8

### Optioneering

Sample cross sections of the Core Routes were taken and a series of options for potential spatial arrangements were produced. These were developed to understand what can be brought forward spatially within the study area. The Stage 2 concept design may combine various elements of the different approaches presented. Three overall approaches are presented including varying degrees of intervention and cost. Approach 3 is split into two options based on similar infrastructure works but differing traffic management.

The approaches are:

#### Approach 1: Light Touch with No Reduction in Parking Provision

Formalising and creating minimum 2m footways. Reducing carriageway widths to minimum 4m. Retaining the formal parking throughout and removing the provision for informal yellow line parking.

General improvements to surfacing, crossings and street clutter.

*Sustrans may not support this approach.*

#### Approach 2: Mid-level Intervention with localised reduction in parking provision

Approach 2 builds on Approach 1, including: Significant green infrastructure, space for seating and cycle facilities. To enable these, localised reduction of parking and a new loading strategy are required. This approach will have a higher cost than Approach 1.

*Sustrans may not support this approach.*

#### Approach 3A: High Level Interventions (Maintaining existing traffic management)

A cantilever/made ground to widen Corran Esplanade, which enables:

1-way traffic and 2-way cycle lane on Corran Esplanade.

This approach is the most costly and subject to significant funding.

#### Approach 3B: High Level Interventions (Pedestrianisation on George Street)

A cantilever/made ground to widen Corran Esplanade, which enables:

2-way traffic on Corran Esplanade and pedestrianisation or controlled access to George St.

This approach is the most costly and subject to significant funding.



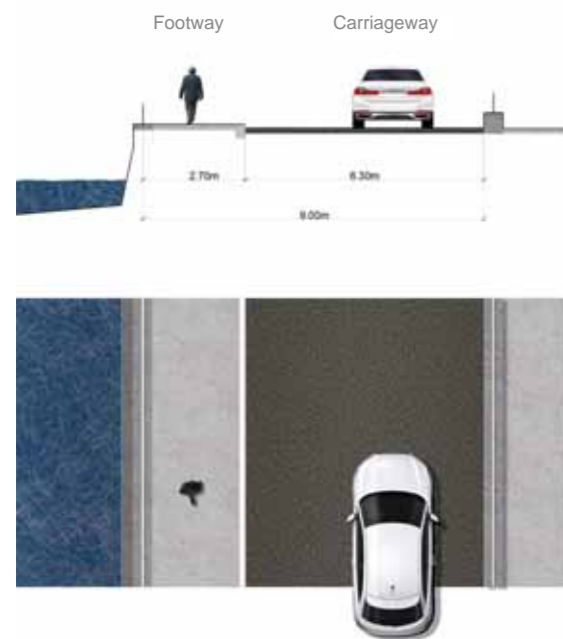
# Approach 1

## Light Touch with No Reduction in Parking Provision

### Works Summary

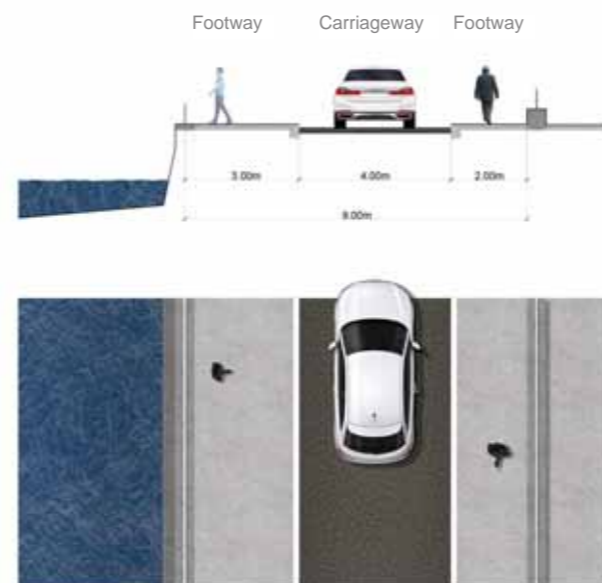
- Provide minimum 2m segregated/upstand protected footways throughout
- Reduce carriageways widths to 4m throughout
- Existing parking/loading provision retained
- Improved/upgraded footway surfacing
- Improved crossings and junctions i.e consistent tactile installation at crossing, introduce continuous footways where appropriate
- Reduced street clutter

### Corran Esplanade | North



#### Existing Arrangement

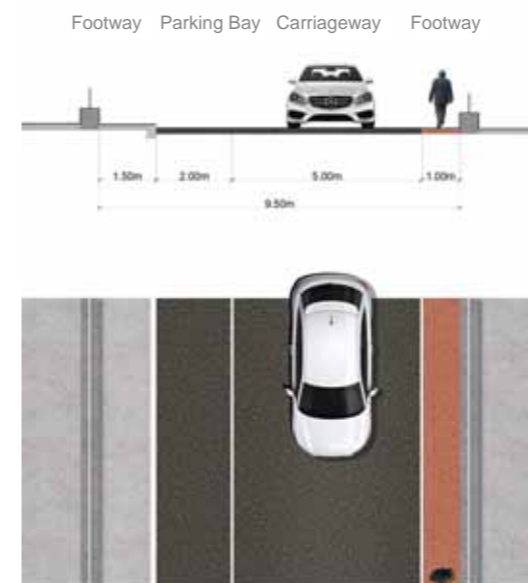
- 6.3m wide 1-way carriageway
- 2.5m wide promenade is a Core Path and therefore can be used by cyclists, pedestrians and other non-motorised users
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes



#### Potential Arrangement

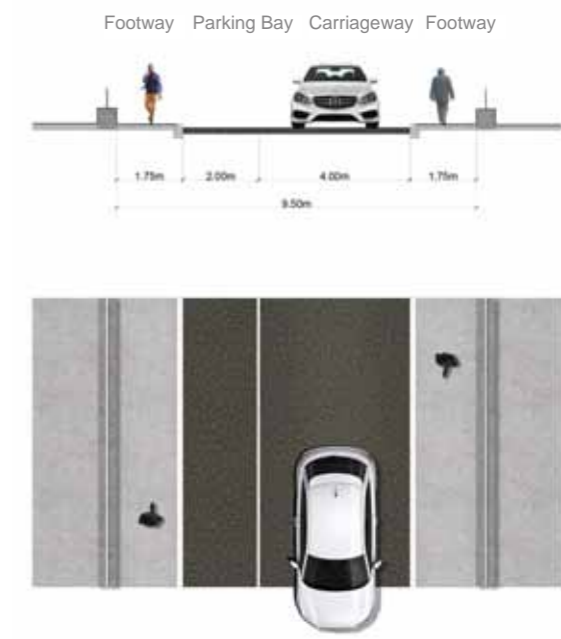
- 1-way carriageway reduced to 4m wide
- 2m wide footway to east side of carriageway introduced
- Promenade footway widened to 3m with potential for this to become a formalised signposted shared foot and cycleway.
- No parking bays
- The introduction of a cycle lane is not advised as this would require a reduction of existing the promenade footway width.

### Dunollie Road



#### Existing Arrangement

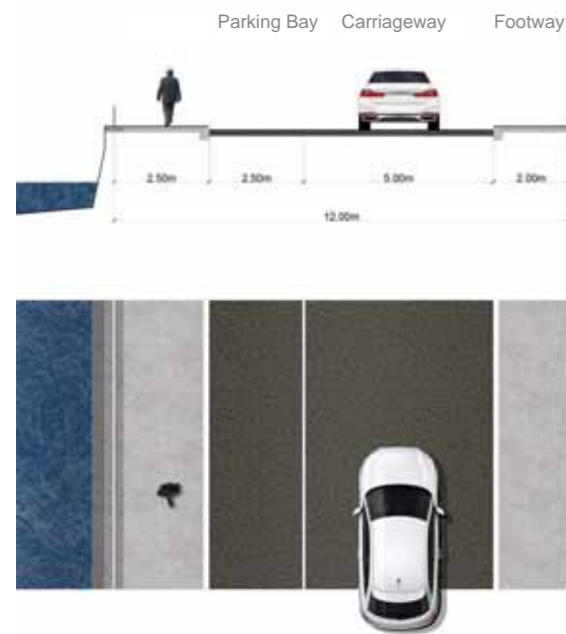
- 5m wide 1-way carriageway
- 2m wide parking bays to west side of carriageway
- 1.5m wide footway to west side of carriageway (below minimum design standards)
- 1m wide advisory footway to east side of carriageway (unprotected and below minimum design standards)
- No dedicated cycle lanes



#### Potential Arrangement

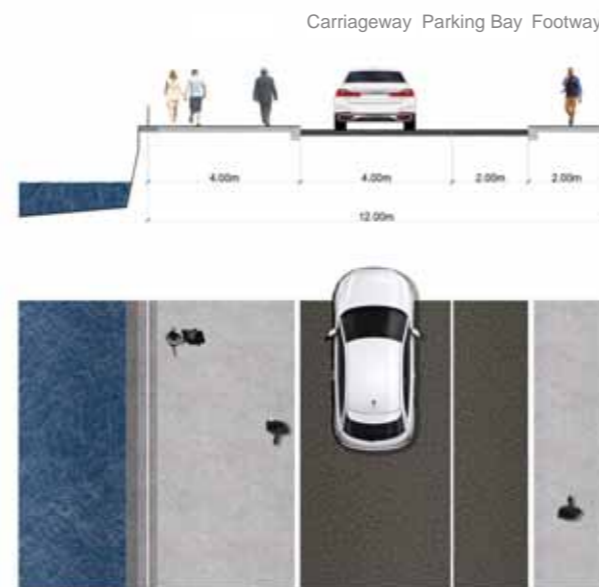
- 1-way carriageway reduced to 4m wide
- 1.75m wide footway to east side of carriageway introduced with upstand (below recommended design standards)
- Footway to west side of footway widened to 1.75m (Inclusive Mobility standards state 2m minimum should be provided with an absolute minimum of 1.5m where 2m is not feasible)
- 2m wide parking bay to west side of carriageway maintained
- Footway buildouts to support key pedestrian desire line movements across carriageway
- Physical barriers and consultation with local businesses to prevent use of footway by vehicles
- No potential to introduce cycle lane (footway would be reduced below minimum design standards)

## Corran Esplanade | South



### Existing Arrangement

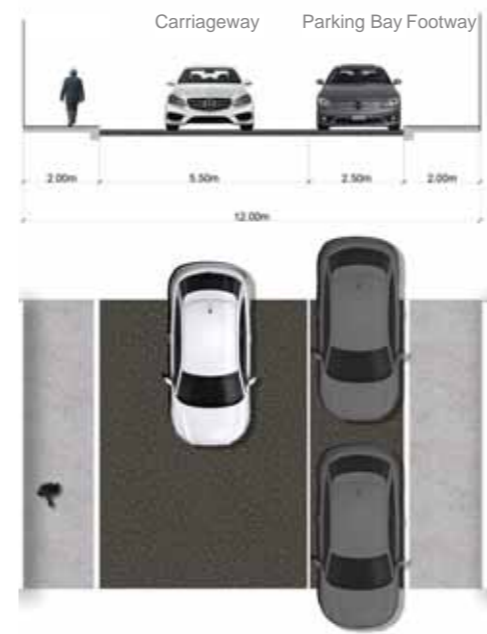
- 5m wide 1-way carriageway
- 2.5m wide parking bays to west side of carriageway
- 2.5m wide promenade is a Core Path and therefore can be used by cyclists, pedestrians and other non-motorised users.
- 2m wide footway to east side of carriageway
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m
- Parking bays relocated to east side of carriageway and reduced to 2m which meets TSRGD standard of 1.8m minimum.
- 2m wide footway to east side of carriageway maintained
- Promenade path widened to 4m and a signposted shared foot and cycleway. Meets Cycling by Design (CbD) Table 3.7 desirable minimum for shared use paths of < 300 cycles per hour.
- Existing 12-hour cycle flows are c. 4 movements. Future flows will remain within the CbD threshold for a shared use path even with a significant uplift use.
- A separate cycle lane is not advised as this would maintain the existing the promenade width (2.5m) and reduce capacity for placemaking / seating / pedestrian utilisation of space.

## George Street



### Existing Arrangement

- 5.5m wide 1-way carriageway
- 2.5m wide parking bays to east side of carriageway
- 2m wide footway to west side of carriageway
- 2m wide footway to east side of carriageway
- No designated loading provision
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m
- Parking bays to east side of carriageway maintained
- Parking restrictions on western side to prevent parking out with designated bays
- Footway to west side of carriageway widened to 3.5m.
- Footway on east side of carriageway maintained at 2m.
- No designated loading i.e existing parking provision maintained
- The introduction of a cycle lane is not advised as this would require a reduction of existing the proposed footways and would lack cohesion with Dunollie Road where a cycle lane is not feasible.



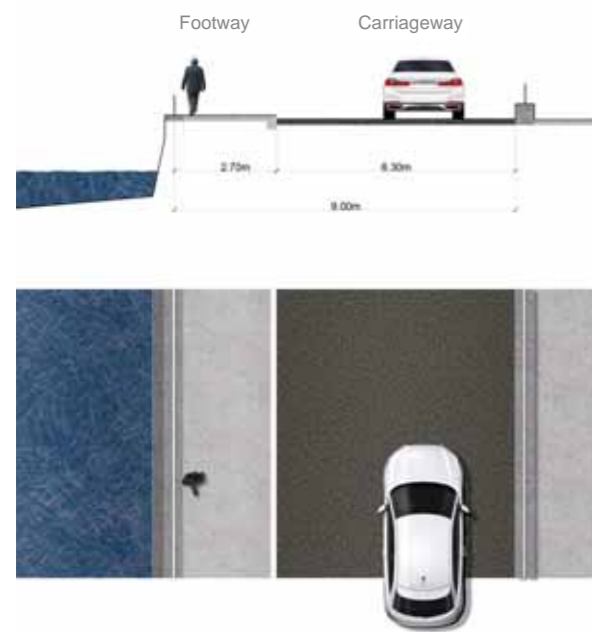
## Approach 2

### Mid-level Intervention with localised reduction in parking provision

#### Works Summary

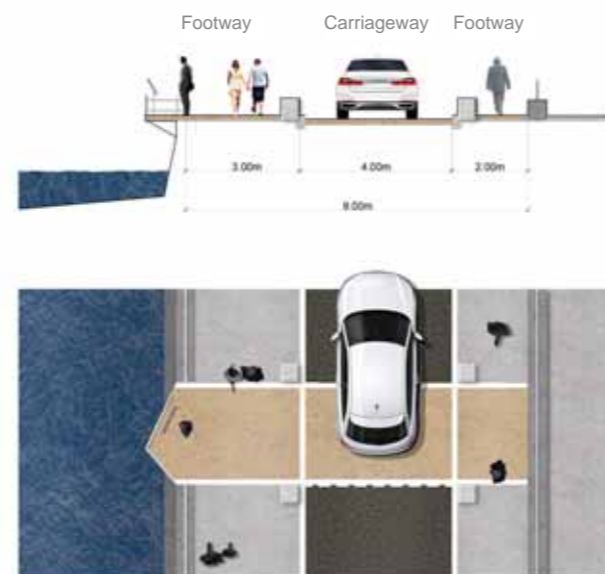
- As per Approach 1 with addition of the following:
- Localised reduction and/or relocation of parking provision
- Introduction of new loading strategy to improve provision and better serve businesses
- Significant greening/surface water bio-retention/street trees and biodiversity improvements
- Significant placemaking and seating improvements
- Dedicated cycle infrastructure i.e. segregated cycle lanes, serviced cycle hubs

#### Corran Esplanade | North



#### Existing Arrangement

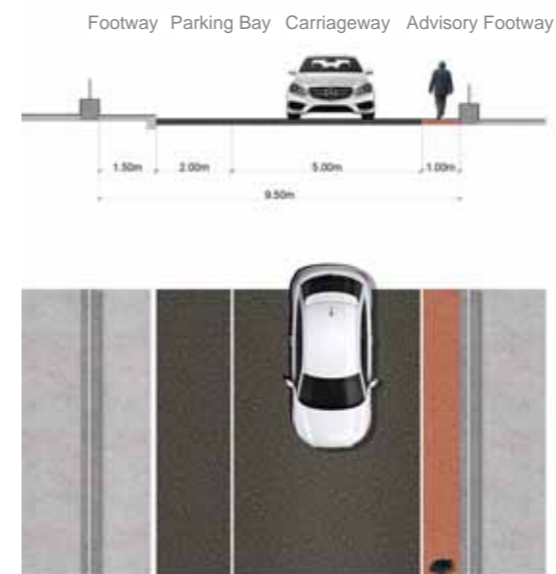
- 6.3m wide 1-way carriageway
- 2.5m wide promenade is a Core Path and therefore can be used by cyclists, pedestrians and other non-motorised users.
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes



#### Potential Arrangement

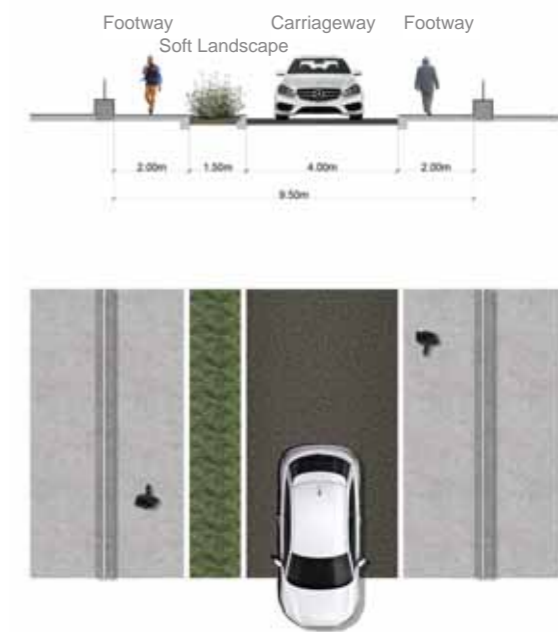
- 1-way carriageway reduced to 4m wide
- 2m wide footway to east side of carriageway introduced
- Promenade footway widened to 3m with potential for this to become a shared foot and cycleway
- No parking bays
- The introduction of a cycle lane is not advised as this would require a reduction of existing the promenade footway width.
- Potential for localised cantilever buildout at key gateways

#### Dunollie Road



#### Existing Arrangement

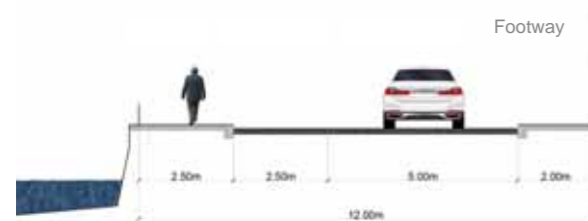
- 5m wide 1-way carriageway
- 2m wide parking bays to west side of carriageway
- 1.5m wide footway to west side of carriageway (below minimum design standards)
- 1m wide advisory footway to east side of carriageway (unprotected and below minimum design standards)
- No dedicated cycle lanes



#### Potential Arrangement

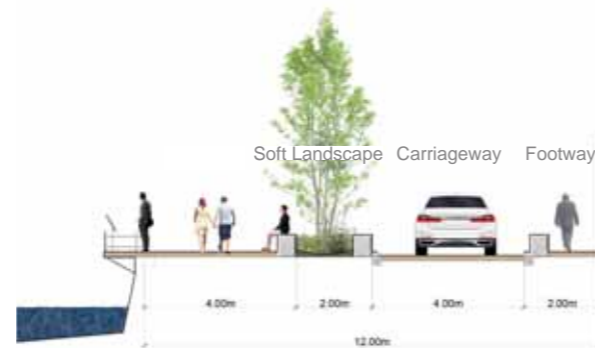
- 1-way carriageway reduced to 4m wide
- Physical barriers/measures/consultation with local businesses to prevent works vehicle parking over footway
- 2m wide footway to east side of carriageway introduced with upstand
- Footway to west side of footway widened to 2m
- In areas where there are no residential parking bays or accesses, a 1.5m margin can be utilised for bio-diversity/habitat gains through shrub/tree planting and/or bioretention surface water soft landscape features
- Potential to introduce cycle lane (requires removal of all parking)

## Corran Esplanade | South



### Existing Arrangement

- 5m wide 1-way carriageway
- 2.5m wide parking bays to west side of carriageway
- 2.5m wide promenade is a Core Path and therefore can be used by cyclists, pedestrians and other non-motorised users
- 2m wide footway to east side of carriageway
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m
- Localised reduction in on-street parking provision. Remaining parking bays relocated to east side of carriageway
- 2m wide footway to east side of carriageway maintained
- Promenade path widened to 4m and a formalised signposted shared foot and cycleway. This would meet the Cycling by Design (CbD) Table 3.7 desirable minimum for shared use paths of less than 300 cycles per hour
- Existing 12-hour cycle flows are c. 4 movements. Future flows will remain within the CbD threshold for a shared use path even with a significant uplift in cycle use
- Remained parking space utilised for biodiversity/habitat gains through shrub/tree planting and/or bioretention surface water soft landscape features
- The introduction of a cycle lane is not advised as this would maintain the existing the promenade footway width (2.5m). and therefore reduce capacity for placemaking / seating / pedestrian utilisation of space
- Potential for localised cantilever buildout at key gateways

## George Street



### Existing Arrangement

- 5.5m wide 1-way carriageway
- 2.5m wide parking bays to east side of carriageway
- 2m wide footway to west side of carriageway
- 2m wide footway to east side of carriageway
- No designated loading provision
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m
- Localised reduction in on-street parking provision.
- Footway to west side of carriageway widened to 3m providing opportunities for seating
- Footway to east side of carriageway maintained at 2m.
- Parking bays maintained, giving way at pedestrian crossing points
- Parking restrictions on western side to prevent parking out with designated bays
- Implementation of loading strategy to install designated loading bays in legacy parking spaces to improve business servicing activity
- Potential to introduce cycle lane (not advised requires reduction of proposed footways or removal of all parking)



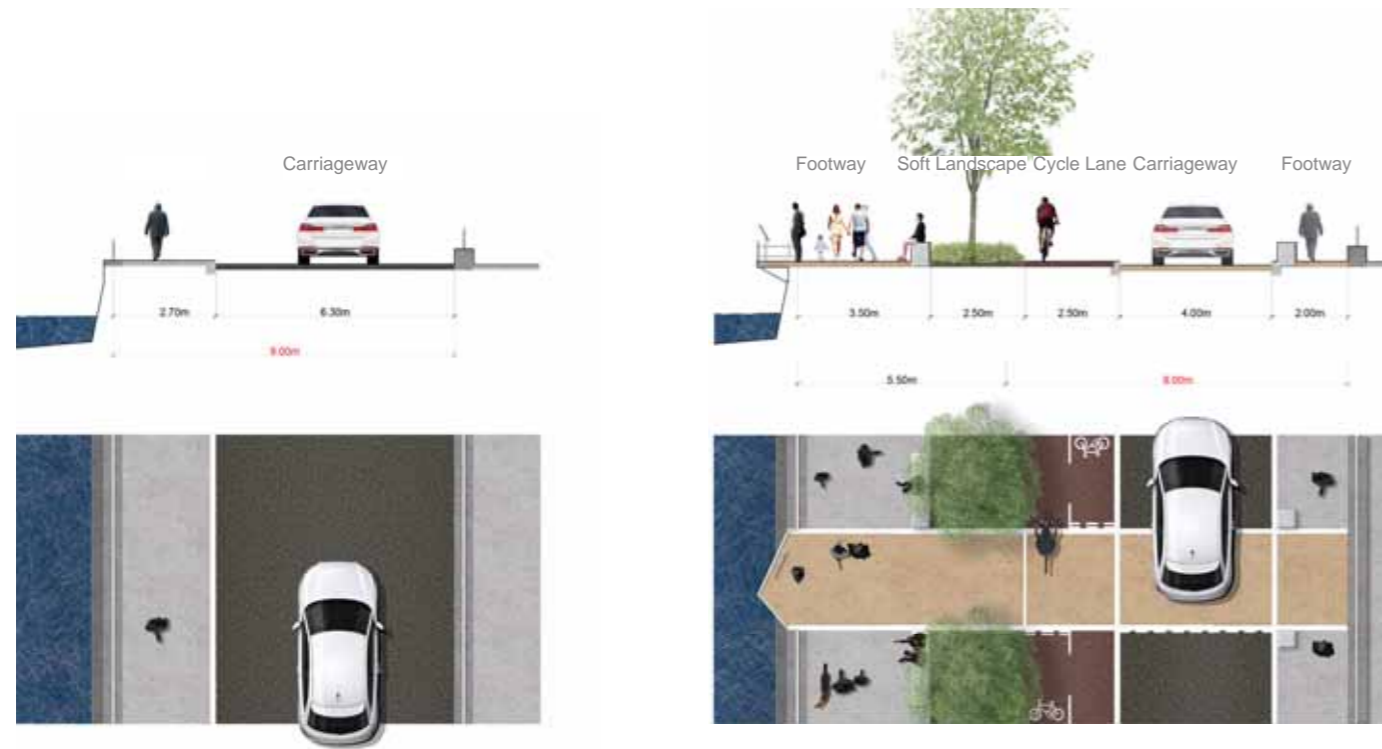
## Approach 3A

### High Level Interventions (Maintaining existing traffic management)

#### Work Summary

- As per Approach 1 & Approach 2 with addition of the following:
- Made ground/cantilever into Oban Bay from Corran Esplanade
- Altered traffic management system i.e. introduction of 2-way traffic to Corran Esplanade & pedestrianisation/controlled access to George Street

#### Corran Esplanade | North



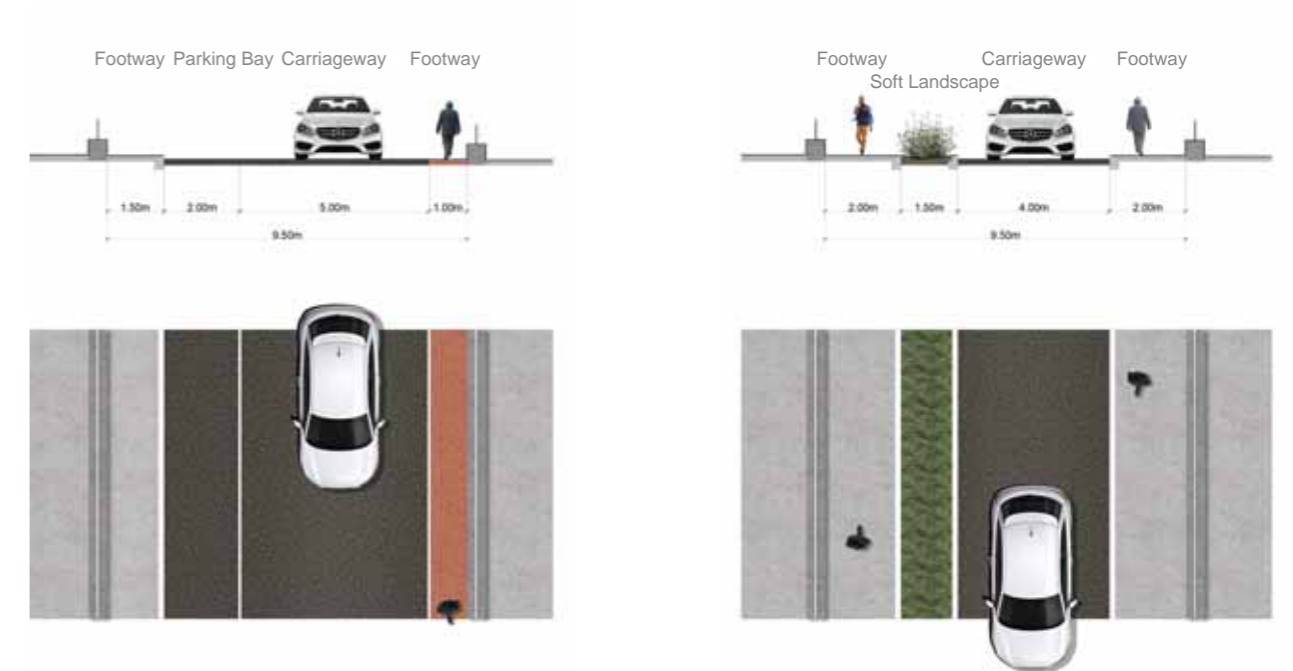
#### Existing Arrangement

- 6.3m wide 1-way carriageway
- 2.5m wide promenade footway
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes

#### Potential Arrangement

- 1-way carriageway reduced to 4m wide
- Provision of a two-way 2.5m segregated cycle lane. Hourly cycle numbers are expected to be below 300 per hour. 2.5m would meet Cycling by Design Table 3.7 minimums which specify an absolute minimum of 2m, and desirable minimum of 3m.
- 2m wide footway to east side of carriageway introduced
- 3.5m promenade footway created on made ground/cantilever and utilised for significant placemaking interventions, public seating/ congregation opportunities and civic pop-up events/markets etc
- Significant biodiversity/habitat gains through shrub/tree planting and/ or bioretention surface water soft landscape features
- Potential for additional parking provision (through further extension of made ground/cantilever)

#### Dunollie Road



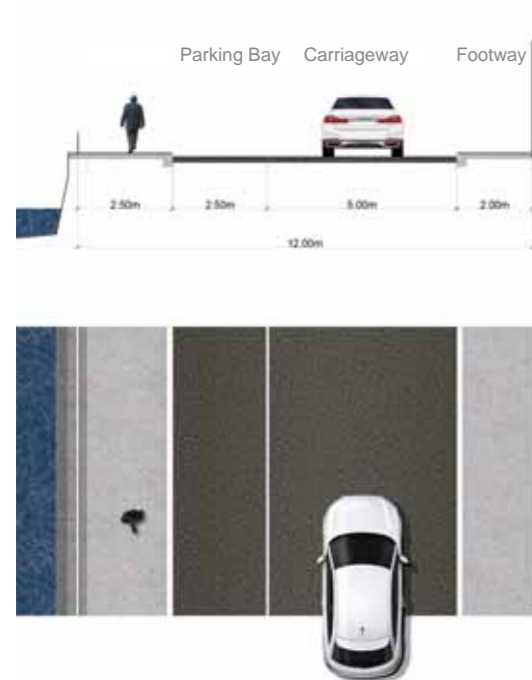
#### Existing Arrangement

- 5m wide 1-way carriageway
- 2m wide parking bays to west side of carriageway
- 1.5m wide footway to west side of carriageway (below minimum design standards)
- 1m wide advisory footway to east side of carriageway (unprotected and below minimum design standards)
- No dedicated cycle lanes

#### Potential Arrangement

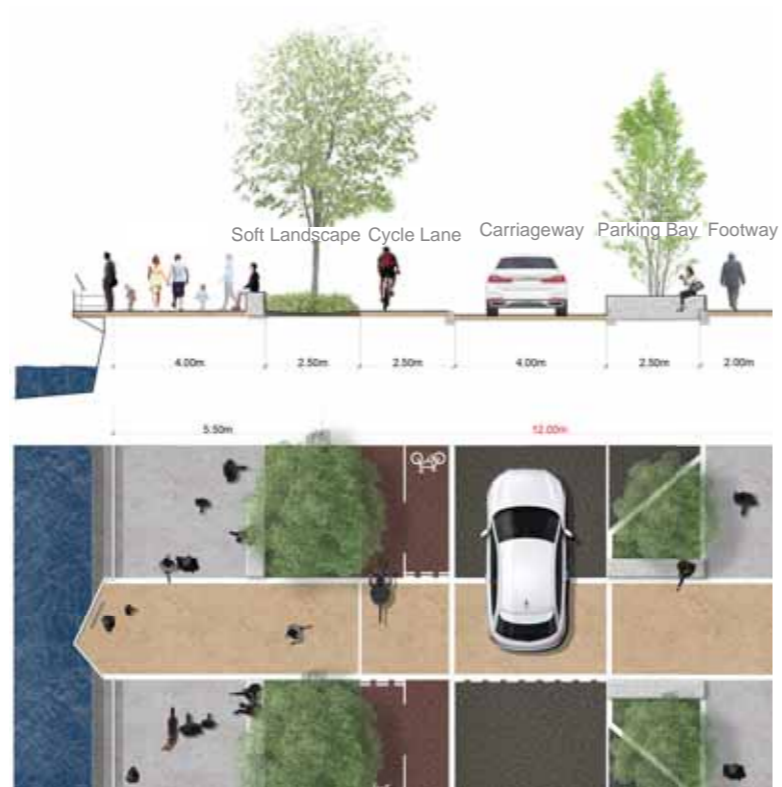
- As per mid-level
- Physical barriers/measures/consultation with local businesses to prevent works vehicular parking over footway
- 2m wide footway to east side of carriageway introduced with upstand
- Footway to west side of footway widened to 2m
- In areas without residential parking a 1.5m margin can be utilised for biodiversity/habitat gains through tree planting and/ or bioretention surface water soft landscape features
- Potential to introduce cycle lane (requires removal of all parking)

## Corran Esplanade | South



### Existing Arrangement

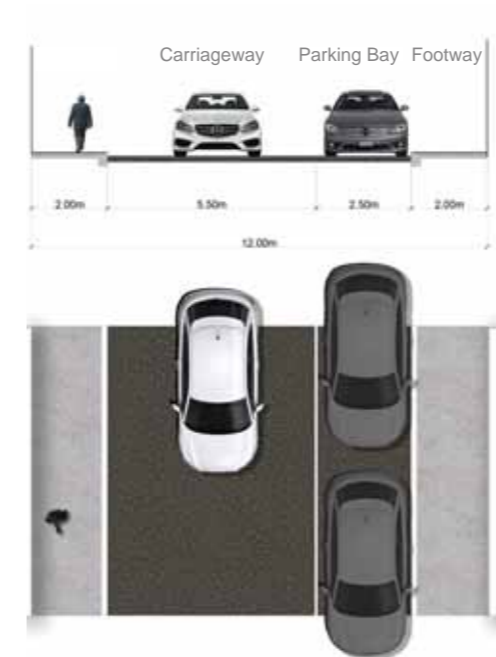
- 5m wide 1-way carriageway
- 2.5m wide parking bays to west side of carriageway
- 2.5m wide promenade footway
- 2m wide footway to east side of carriageway
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m wide
- Parking bays relocated to east side of carriageway
- 2m wide footway to east side of carriageway maintained
- 4m promenade footway created on made ground/cantilever and utilised for significant placemaking interventions, public seating/ congregation opportunities and civic pop-up events/markets etc
- Significant biodiversity/habitat gains through shrub/tree planting and/or bioretention surface water soft landscape features
- 2-way cycle lane introduced and serviced cycle hubs/repair stands.

## George Street



### Existing Arrangement

- 5.5m wide 1-way carriageway
- 2.5m wide parking bays to east side of carriageway
- 2m wide footway to west side of carriageway
- 2m wide footway to east side of carriageway
- No designated loading provision
- No dedicated cycle lanes



### Potential Arrangement

- 1-way carriageway reduced to 4m
- Parking bays to east side of carriageway maintained, giving way at pedestrian crossing points
- Parking restrictions on western side to prevent parking out with designated bays
- Footway to west side of carriageway widened to 3.5m
- No designated loading i.e existing parking provision maintained
- Potential to introduce cycle lane (requires reduction of proposed footways)

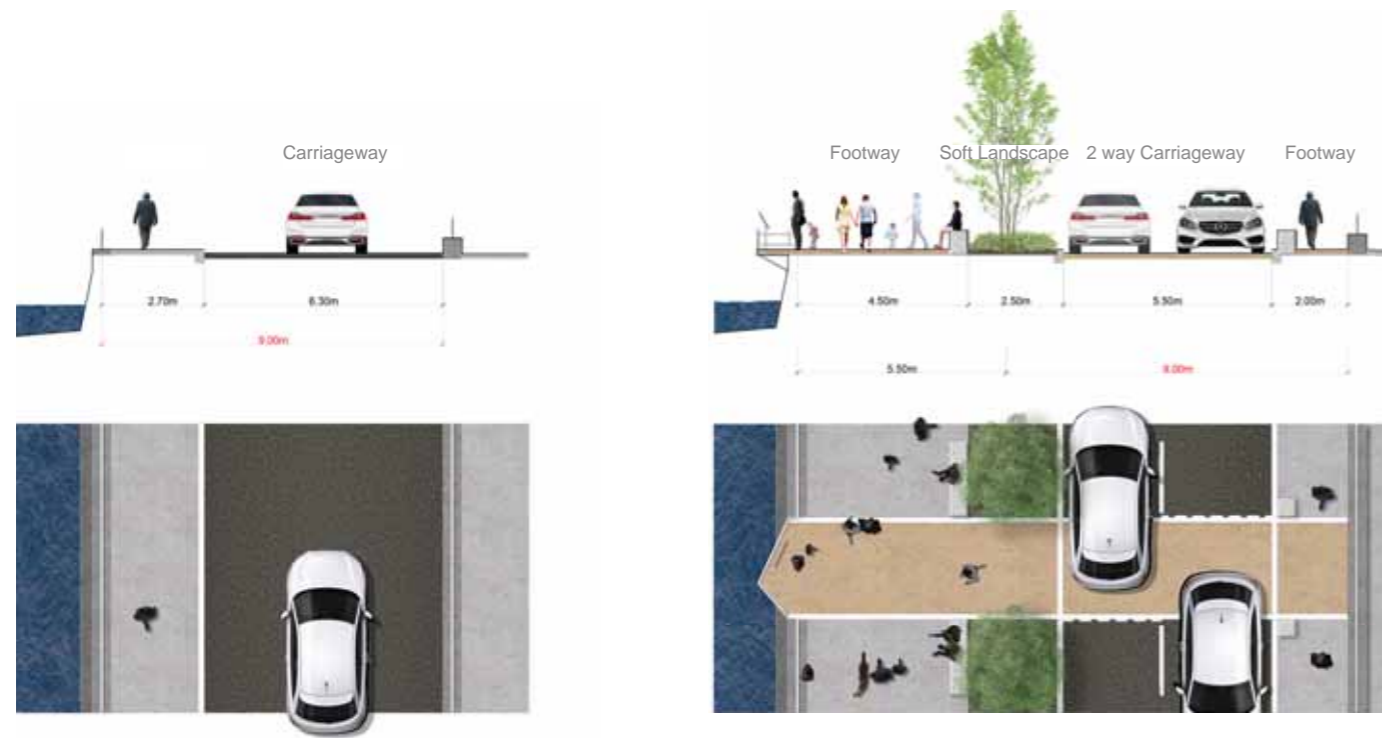


## Approach 3B High Level Interventions (Pedestrianisation on George Street)

### Work Summary

- As per Approach 1 & Approach 2 with addition of the following:
- Made ground/cantilever into Oban Bay from Corran Esplanade
- Altered traffic management system i.e. introduction of 2-way traffic to Corran Esplanade & pedestrianisation/controlled access to George Street

### Corran Esplanade | North



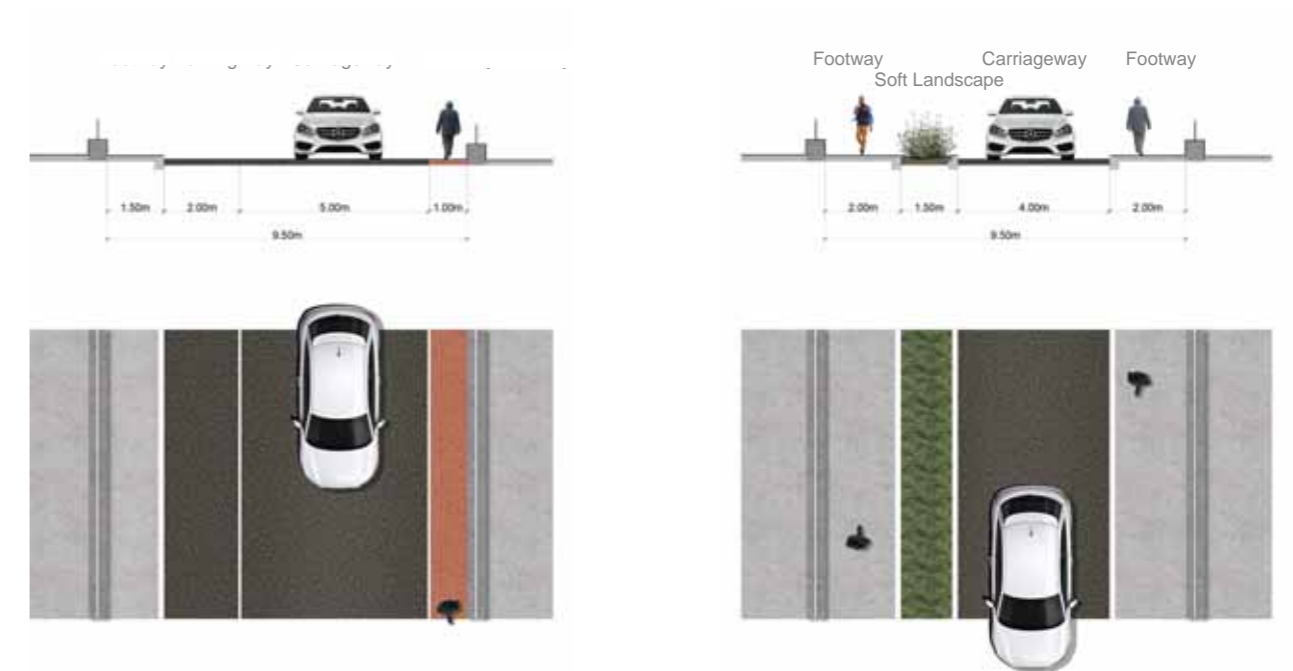
#### Existing Arrangement

- 6.3m wide 1-way carriageway
- 2.5m wide promenade footway
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes

#### Potential Arrangement

- 5.5m 2-way carriageway introduced
- 2m wide footway to east side of carriageway introduced
- 4.5m promenade footway created on made ground/cantilever and utilised for significant placemaking interventions, public seating/ congregation opportunities and civic pop-up events/markets etc
- Significant biodiversity/habitat gains through tree planting and/or bio-retention surface water soft landscape features
- Potential for additional parking provision (through further extension of made ground/cantilever)

### Dunollie Road



#### Existing Arrangement

- 5m wide 1-way carriageway
- 2m wide parking bays to west side of carriageway
- 1.5m wide footway to west side of carriageway (below minimum design standards)
- 1m wide advisory footway to east side of carriageway (unprotected and below minimum design standards)
- No dedicated cycle lanes

#### Potential Arrangement

- As per mid-level
- Physical barriers/measures/consultation with local businesses to prevent works vehicle parking over footway
- 2m wide footway to east side of carriageway introduced with upstand
- Footway to west side of footway widened to 2m
- In areas without residential parking a 1.5m margin can be utilised for biodiversity/habitat gains through tree planting and/or bioretention surface water soft landscape features
- Potential to introduce cycle lane (requires removal of all parking)

## Corran Esplanade | South



### Existing Arrangement

- 5m wide 1-way carriageway
- 2.5m wide parking bays to west side of carriageway
- 2.5m wide promenade footway
- 2m wide footway to east side of carriageway
- No dedicated cycle lanes



### Potential Arrangement

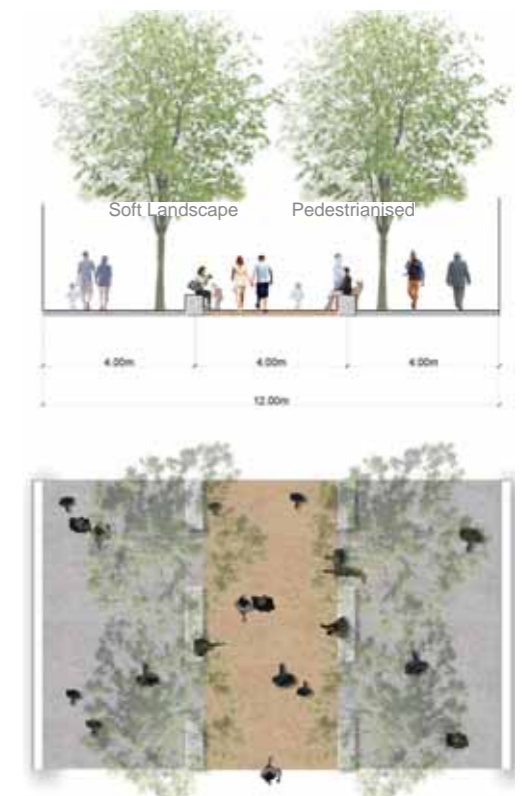
- 5.5m 2-way carriageway introduced
- Parking bays remained, giving way at pedestrian crossing points
- 2m wide footway to east side of carriageway maintained
- 5m promenade footway created on made ground/cantilever and utilised for significant placemaking interventions, public seating/congregation opportunities and civic pop-up events/markets etc
- Promenade footway widened to 5m with potential for this to become a shared foot and cycleway
- Significant biodiversity/habitat gains through tree planting and/or bio-retention surface water soft landscape features
- Potential to introduce 2-way cycle lane and serviced cycle hubs/repair stands

## George Street



### Existing Arrangement

- 5.5m wide 1-way carriageway
- 2.5m wide parking bays to east side of carriageway
- 2m wide footway to west side of carriageway
- 2m wide footway to east side of carriageway
- No designated loading provision
- No dedicated cycle lanes



### Potential Arrangement

- Introduce pedestrianisation with controlled servicing access to George Street
- Traffic diverted to new 2-way Corran Esplanade
- Carriageway removed
- Significant placemaking interventions, public seating/congregation opportunities and civic pop-up events/markets etc
- Significant biodiversity/habitat gains through tree planting and/or bio-retention surface water soft landscape features
- Implementation of loading strategy to install designated loading bays to enable business servicing activity.



# Chapter 9

## Appraisal

### Appraisal Scoring

The options presented within Chapter 8 have been subject to a scoring exercise based on

- High level project costings (full details of project costings are included in Appendix F).
- Public reception, measured based on the results of the 2<sup>nd</sup> round of public consultation.
- Expected project benefits / disbenefits.

Scoring of the benefits / disbenefits are based on the table below.

Benefit	Score
Major Benefit	+3
Moderate Benefit	+2
Minor Benefit	+1
No Change / Negligible	0
Minor Disbenefit	-1
Moderate Disbenefit	-2
Major Disbenefit	-3

The scoring criteria and rationale of the benefits / disbenefits is summarised in the table opposite. The table overleaf summarises the Appraisal Scoring, and provides a 'Overall Benefit Score'.

The **Overall Benefit Score** has then been factored by public perception and cost to provide the **Appraisal Score**; intended to provide a benefit weighted score by public support:

$$\text{Appraisal Score} = \text{Overall Benefit Score} \times \% \text{ of the public in support}$$

Details of the considerations and rationale in each scoring category are provided in the table below.

Scoring Criteria		Rationale
<b>High Level Cost</b>		
<b>Total per Approach</b>	Capital Cost only. Full cost analysis including Whole Life costings included in Appendix F	
<b>By Street Section</b>		
<b>Public Reception (% in support)</b>		
<b>Overall Support</b>	Consultees were asked to respond to separate questions on "overall support" and individually by street. This is why the "overall support" % does not always align with the individual street responses.	
<b>Support by Street</b>	The "% support" score relates to the % of respondents that stated they would be "supportive" or "very supportive" to the scheme at each location, and overall. Full details of consultation responses	
<b>Benefit Scoring:</b>		
<b>Accessibility</b>	<b>Pedestrian Access</b>	Based on ability to provide min. 2m footways throughout, junction/crossing improvements i.e. tactile, drop kerbs, continuous footways.
	<b>Cycling Access</b>	Based on ability to provide dedicated cycle provision. Approaches 1 and 2 assume formalisation of a shared foot and cycleway along Corran Esplanade. Approaches 3A and 3B assume a segregated route on Corran Esplanade.
<b>Vehicle Impacts</b>	<b>Vehicle Parking</b>	Scored by local impact of reduction, i.e. a higher local reduction = lower benefit. This scoring does not account for illegal parking, or additional off-street provision and is intended to capture parking impact in the immediate vicinity.
	<b>Vehicle Loading</b>	Scored by local impact of reduction in informal loading (i.e. single yellow lines). A higher local reduction = lower benefit. This scoring does not account for formalised on-street loading bays which would be developed at Stage 2, so this reflects a worst-case assessment.
	<b>Impacts of Vehicle Numbers / Congestion</b>	Based on whether option increases separation of pedestrians, improves vehicle flow through simplified layout, potential for increase / decrease in daily traffic flow through each location, or potential to reduce or eliminate obstructive and illegal parking.
<b>Environment</b>	<b>Pollution (noise &amp; air)</b>	Based on potential to reduce congestion and idling through improved vehicle flow, or potential for increase / decrease in daily traffic flow through each location.
	<b>Placemaking</b>	Provision of inclusive public gathering /seating spaces, viewpoint definition, artistic intervention.
	<b>Biodiversity/greening</b>	Provision of inclusive planting and green infrastructure.
	<b>Potential for Flood Mitigation</b>	Potential to incorporate flood mitigation measures along the seafront as part of the scheme.
	<b>Potential ecological impacts</b>	Potential for impact to protected species. E.g., Black Guillemots are present within the sea wall which will be impacted by Approaches 3a and 3B. Full details are included within the Desktop Ecological Appraisal (Appendix E).

The table below summarises the appraisal scoring using the rationales as described previously. The pages following then contain more detailed tables for each Approach, describing the reasoning behind each score.

		Approach 1: Light Touch with No Reduction in Parking Provision				Approach 2: Mid-level Intervention with localised reduction in parking provision				Approach 3A: High Level Interventions (Maintaining existing traffic management)				Approach 3B: High Level Interventions (Pedestrianisation on George Street)			
		Corran Esplanade North	Dunollie Road	Corran Esplanade South	George Street	Corran Esplanade North	Dunollie Road	Corran Esplanade South	George Street	Corran Esplanade North	Dunollie Road	Corran Esplanade South	George Street	Corran Esplanade North	Dunollie Road	Corran Esplanade South	George Street
<b>High Level Cost*</b>																	
Total per Approach		£990,000				£1,260,000				£9,490,000				£11,310,000			
By Street Section		£280,000	£230,000	£220,000	£260,000	£250,000	£280,000	£320,000	£310,000	£4,380,000	£280,000	£4,520,000	£310,000	£4,320,000	£280,000	£4,560,000	£2,150,000
<b>Public Reception (% in support) **</b>																	
Overall Support		50%				40%				35%				47%			
Support by Street		60%	52%	56%	56%	57%	48%	57%	43%	40%	35%	40%	35%	40%	40%	40%	35%
<b>Benefit Scoring</b>																	
Accessibility	Pedestrian Access	+2	+1	+2	+1	+2	+2	+2	+2	+3	+2	+3	+2	+3	+2	+3	+3
	Cycling Access	+1	0	+1	0	+1	0	+1	0	+3	0	+3	0	+1	0	+1	+2
Vehicle Impacts	Vehicle Parking	0	0	0	0	0	-2	-1	-2	0	-2	-1	-2	0	-2	-1	-3
	Vehicle Loading	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	-3
	Impacts of Vehicle Numbers / Congestion	+1	+2	+1	+1	+1	+2	+2	+1	+2	+2	+2	+1	-2	+2	-2	+3
Environment	Pollution (noise & air)	0	0	0	0	0	+1	+1	+1	+1	+1	+1	+1	-3	+1	-3	+3
	Placemaking	+1	0	+1	+1	+2	+1	+1	+1	+3	+1	+3	+1	+3	+1	+3	+3
	Biodiversity/greening	0	0	0	0	0	+1	+2	+2	+3	+1	+3	+2	+3	+1	+3	+3
	Potential for Flood Mitigation	0	0	0	0	0	0	0	0	+3	0	+3	0	+3	0	+3	0
	Potential ecological impacts	0	0	0	0	0	0	0	0	-2	0	-2	0	-2	0	-2	0
Overall Benefit Score	Total per Approach	16				23				40				28			
	By Street Section	+5	+3	+5	+3	+6	+5	+8	+4	+16	+5	+15	+4	+6	+5	+5	+11
Appraisal Score (Overall Benefit Score x % Public Support)	Total per Approach	8				9				14				13			
	By Street Section	+3	+2	+3	+2	+3	+2	+5	+2	+6	+2	+6	+1	+2	+2	+2	+4

\* Capital cost only. Full cost analysis including Whole Life costings included in Appendix F.

\*\* Consultees were asked to respond to separate questions on "overall support" and individually by street. This is why the "overall support" % does not always align with the individual street responses.

**Note:** The project costs for Approaches 3A and 3B include an allowance for building out promenade footway on made ground/cantilever to the full length of the road. An allowance of £10,000 per linear meter has been included, until a design strategy is fully developed. It is understood material for made ground may be made available from a potential major engineering project which could reduce costs



The table below summarises the reasoning behind the scoring of Approach 1.

Approach 1: Light Touch with No Reduction in Parking Provision									
		Corran Esplanade North		Dunollie Road		Corran Esplanade South		George Street	
		Score	Reasoning	Score	Reasoning	Score	Reasoning	Score	Reasoning
<b>Benefit Scoring</b>									
Accessibility	Pedestrian Access	+2	<b>Moderate Benefit:</b> Western footway (formalised shared use path) widened from 2.7m to 3m. New 2m eastern footway provided (currently no provision).	+1	<b>Minor Benefit:</b> New footway on eastern side, and western footway widened from 1.5m to 1.75m. However both footways are 1.75m below desirable minimum of 2m.	+2	<b>Moderate Benefit:</b> Western footway (formalised shared use path) widened from 2.5m to 4m.	+1	<b>Minor Benefit:</b> Western footway widened from 2m to 3.5m.
	Cycling Access	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 3m and formalised.	0	No change. Cyclists would remain on-carriageway.	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 4m and formalised.	0	No change. Cyclists would remain on-carriageway.
Vehicle Impacts	Vehicle Parking	0	No change	0	No change	0	No change	0	No change
	Vehicle Loading	0	No change	0	No change	0	No change	0	No change
	Impacts of Vehicle Numbers / Congestion	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians (c. 1.85x more footway width compared to existing).	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians (c. 2.3x more footway width compared to existing).	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians (c. 1.33x more footway width compared to existing).	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians (c. 1.4x more footway width compared to existing). Potential for reduction in illegal parking due to reduced carriageway width.
Environment	Pollution (noise & air)	0	No change	0	No change	0	No change	0	No change
	Placemaking	+1	Remove and reduce cluttered signage.	0	No change	+1	Remove and reduce cluttered signage.	+1	Remove and reduce cluttered signage.
	Biodiversity/greening	0	No change	0	No change	0	No change	0	No change
	Potential for Flood Mitigation	0	No change	0	No change	0	No change	0	No change
	Potential ecological impacts	0	No change	0	No change	0	No change	0	No change

The table below summarises the reasoning behind the scoring of Approach 2.

Approach 2: Mid-level Intervention with localised reduction in parking provision									
		Corran Esplanade North		Dunollie Road		Corran Esplanade South		George Street	
		Score	Reasoning	Score	Reasoning	Score	Reasoning	Score	Reasoning
<b>Benefit Scoring</b>									
Accessibility	Pedestrian Access	+2	<b>Moderate Benefit:</b> Western footway (formalised shared use path) widened from 2.7m to 3m. New 2m eastern footway provided (currently no provision). Improved crossing point connections to seafront.	+2	<b>Moderate Benefit:</b> New 2m footway on eastern side, and western footway widened from 1.5m to 2m.	+2	<b>Moderate Benefit:</b> Western footway (formalised shared use path) widened from 2.5m to 4m. Improved crossing point connections to seafront.	+2	<b>Moderate Benefit:</b> Western footway widened from 2m to 3.5m. Improved crossing point connections.
	Cycling Access	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 3m and formalised.	0	No change. Cyclists would remain on-carriageway.	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 4m and formalised.	0	No change. Cyclists would remain on-carriageway.
Vehicle Impacts	Vehicle Parking	0	No change	-2	<b>Moderate Disbenefit:</b> Potential minor reduction in visitor parking but prioritised retention of residential parking and accesses.	-1	<b>Minor Disbenefit:</b> Localised reduction in on-street parking. Remaining bays relocated to eastern side of carriageway to preserve sea views.	-2	<b>Moderate Disbenefit:</b> Localised reduction in on-street parking, giving way at pedestrian crossing points. Potential impact to businesses through reduced local short-stay provision.
	Vehicle Loading	0	No change	0	No change	0	No change	-1	<b>Minor Disbenefit:</b> Localised reduction in on-street parking, giving way at pedestrian crossing points. Potential impact to businesses through reduced short-stay provision and single yellow line kerbspace for loading. However reduction in space would be partially offset with implementation of a loading strategy to install designated loading bays.
	Impacts of Vehicle Numbers / Congestion	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians (c. 1.85x more footway width compared to existing).	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but localised planting strips (where there is no residential parking bays or accesses) would increase separation from traffic.	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians through widened footway and planting.	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians. Potential for reduction in illegal parking due to reduced carriageway width. Reduced parking manoeuvres improves main line vehicle flow.
Environment	Pollution (noise & air)	0	No change	+1	<b>Minor Benefit:</b> Localised planting could provide minor noise absorption and air quality benefits.	+1	<b>Minor Benefit:</b> 2m soft landscaping strip could provide minor noise absorption and air quality benefits.	+1	<b>Minor Benefit:</b> Localised planting could provide minor noise absorption and air quality benefits.
	Placemaking	+2	Remove and reduce cluttered signage. Potential for localised gateway features at key points.	+1	<b>Minor Benefit:</b> Localised planting providing and improved sense of place.	+1	<b>Minor Benefit:</b> 2m soft landscaping strip and seafront gateway features providing and improved sense of place. Remove and reduce cluttered signage.	+1	<b>Minor Benefit:</b> 2m soft landscaping strip and seafront gateway features providing and improved sense of place. Remove and reduce cluttered signage.
	Biodiversity/greening	0	No change	+1	<b>Minor Benefit:</b> Localised planting could incorporate biodiversity / habitat gains.	+2	<b>Moderate Benefit:</b> 2m soft landscaping strip could incorporate biodiversity / habitat gains.	+2	<b>Moderate Benefit:</b> Localised planting at several key points could incorporate biodiversity / habitat gains.
	Potential for Flood Mitigation	0	No change	0	No change	0	No change	0	No change
	Potential ecological impacts	0	No change	0	No change	0	No change	0	No change



The table below summarises the reasoning behind the scoring of Approach 3A.

		Approach 3A: High Level Interventions (Maintaining existing traffic management)							
		Corran Esplanade North		Dunollie Road		Corran Esplanade South		George Street	
		Score	Reasoning	Score	Reasoning	Score	Reasoning	Score	Reasoning
<b>Benefit Scoring</b>									
Accessibility	Pedestrian Access	+3	<b>Major Benefit:</b> Western footway widened from 2.7m to 3.5m. New 2m eastern footway provided (currently no provision). Improved crossing point connections to seafront.	+2	<b>Moderate Benefit:</b> New 2m footway on eastern side, and western footway widened from 1.5m to 2m.	+3	<b>Major Benefit:</b> Western footway widened from 2.5m to 4m. Improved crossing point connections to seafront.	+2	<b>Moderate Benefit:</b> Western footway widened from 2m to 3.5m. Improved crossing point connections.
	Cycling Access	+3	<b>Major Benefit:</b> Segregated 2.5m bi-directional cycle lane.	0	No change. Cyclists would remain on-carriageway.	+3	<b>Major Benefit:</b> Segregated 2.5m bi-directional cycle lane.	0	No change. Cyclists would remain on-carriageway.
Vehicle Impacts	Vehicle Parking	0	No change	-2	<b>Moderate Disbenefit:</b> Potential minor reduction in visitor parking but prioritised retention of residential parking and accesses.	-1	<b>Minor Disbenefit:</b> Localised reduction in on-street parking. Remaining bays relocated to eastern side of carriageway to preserve sea views.	-2	<b>Moderate Disbenefit:</b> Localised reduction in on-street parking, giving way at pedestrian crossing points. Potential impact to businesses through reduced local short-stay provision.
	Vehicle Loading	0	No change	0	No change	0	No change	-1	<b>Minor Disbenefit:</b> Localised reduction in on-street parking, giving way at pedestrian crossing points. Potential impact to businesses through reduced short-stay provision and single yellow line kerbspace for loading. However reduction in space would be partially offset with implementation of a loading strategy to install designated loading bays.
	Impacts of Vehicle Numbers / Congestion	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but increased separation from traffic via soft landscaping and segregated cycle lane.	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but localised planting strips (where there is no residential parking bays or accesses) would increase separation from traffic.	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but increased separation from traffic via soft landscaping and segregated cycle lane.	+1	<b>Minor Benefit:</b> Negligible change to vehicle flows but increased separation from traffic for pedestrians. Potential for reduction in illegal parking due to reduced carriageway width. Reduced parking manoeuvres improves main line vehicle flow.
Environment	Pollution (noise & air)	+1	<b>Minor Benefit:</b> 2.5m soft landscaping strip could provide minor noise absorption and air quality benefits.	+1	<b>Minor Benefit:</b> Localised planting could provide minor noise absorption and air quality benefits.	+1	<b>Minor Benefit:</b> 2.5m soft landscaping strip could provide minor noise absorption and air quality benefits.	+1	<b>Minor Benefit:</b> Localised planting could provide minor noise absorption and air quality benefits.
	Placemaking	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip and seafront gateway features providing and improved sense of place. 3.5m promenade provides opportunities for seating, congregation and civic pop-up space. Remove and reduce cluttered signage.	+1	<b>Minor Benefit:</b> Localised planting providing and improved sense of place.	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip and seafront gateway features providing and improved sense of place. 4m promenade provides opportunities for seating, congregation and civic pop-up space. Remove and reduce cluttered signage.	+1	<b>Minor Benefit:</b> 2m soft landscaping strip and seafront gateway features providing and improved sense of place. Remove and reduce cluttered signage.
	Biodiversity/greening	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip could incorporate biodiversity / habitat gains.	+1	<b>Minor Benefit:</b> Localised planting could incorporate biodiversity / habitat gains.	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip could incorporate biodiversity / habitat gains.	+2	<b>Moderate Benefit:</b> Localised planting at several key points could incorporate biodiversity / habitat gains.
	Potential for Flood Mitigation	+3	<b>Major Benefit:</b> Potential to incorporate coastal flood mitigation as part of made ground / sea wall works.	0	No change	+3	<b>Major Benefit:</b> Potential to incorporate coastal flood mitigation as part of made ground / sea wall works.	0	No change
	Potential ecological impacts	-2	<b>Moderate Disbenefit:</b> Black Guillemot population in sea wall would be impacted and require mitigation works.	0	No change	-2	<b>Moderate Disbenefit:</b> Black Guillemot population in sea wall would be impacted and require mitigation works.	0	No change

The table below summarises the reasoning behind the scoring of Approach 3B.

		Approach 3B: High Level Interventions (Pedestrianisation on George Street)							
		Corran Esplanade North		Dunollie Road		Corran Esplanade South		George Street	
		Score	Reasoning	Score	Reasoning	Score	Reasoning	Score	Reasoning
<b>Benefit Scoring</b>									
Accessibility	Pedestrian Access	+3	<b>Major Benefit:</b> Western footway widened from 2.7m to 4.5m. New 2m eastern footway provided (currently no provision). Improved crossing point connections to seafront.	+2	<b>Moderate Benefit:</b> New 2m footway on eastern side, and western footway widened from 1.5m to 2m.	+3	<b>Major Benefit:</b> Western footway widened from 2.5m to 5.5m. Improved crossing point connections to seafront.	+3	<b>Major Benefit:</b> Significant increase to pedestrian realm through pedestrianisation with controlled servicing.
	Cycling Access	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 4.5m and formalised.	0	No change. Cyclists would remain on-carriageway.	+1	<b>Minor Benefit:</b> No dedicated cycle lane, western shared use path widened to 4.5m and formalised.	+2	<b>Moderate Benefit:</b> Shared space for cyclists and pedestrians. Cyclists would be required to give way to pedestrians but would benefit from a traffic-free link.
Vehicle Impacts	Vehicle Parking	0	No change	-2	<b>Moderate Disbenefit:</b> Potential minor reduction in visitor parking but prioritised retention of residential parking and accesses.	-1	<b>Minor Disbenefit:</b> Localised reduction in on-street parking. Remaining bays relocated to eastern side of carriageway to preserve sea views.	-3	<b>Major Disbenefit:</b> Removal of all on-street parking. Potential impact to businesses through removal of local short-stay provision.
	Vehicle Loading	0	No change	0	No change	0	No change	-3	<b>Major Disbenefit:</b> Removal of all on-street parking but retention of managed servicing movements. Potential impact to businesses operations through timed servicing management.
	Impacts of Vehicle Numbers / Congestion	-2	<b>Moderate Disbenefit:</b> Significant increase in vehicle numbers due to conversion to two-way traffic, but impact to pedestrians is partially offset by increased separation (footway widening and 2.5m landscaping strip).	+2	<b>Moderate Benefit:</b> Negligible change to vehicle flows but localised planting strips (where there is no residential parking bays or accesses) would increase separation from traffic.	-2	<b>Moderate Disbenefit:</b> Significant increase in vehicle numbers due to conversion to two-way traffic, but impact to pedestrians is partially offset by increased separation (footway widening and 2.5m landscaping strip).	+3	<b>Major Benefit:</b> Significant reduction in vehicle numbers on George Street via re-routing of southbound traffic to Corran Esplanade.
Environment	Pollution (noise & air)	-3	<b>Major Disbenefit:</b> Conversion to two-way traffic will significantly decrease air quality.	+1	<b>Minor Benefit:</b> Localised planting could provide minor noise absorption and air quality benefits.	-3	<b>Major Disbenefit:</b> Conversion to two-way traffic will significantly decrease air quality.	+3	<b>Major Benefit:</b> Significant reduction in vehicle numbers, and planting would provide a significant reduction in noise and improvement to air quality.
	Placemaking	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip and seafront gateway features providing and improved sense of place. 4m promenade provides opportunities for seating, congregation and civic pop-up space. Remove and reduce cluttered signage.	+1	<b>Minor Benefit:</b> Localised planting providing and improved sense of place.	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip and seafront gateway features providing and improved sense of place. 5.5m promenade provides opportunities for seating, congregation and civic pop-up space. Remove and reduce cluttered signage.	+3	<b>Major Benefit:</b> Removal of vehicle parking and through-traffic provides significant opportunity for placemaking including planting, seating, congregation and civic pop-up space.
	Biodiversity/greening	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip could incorporate biodiversity / habitat gains.	+1	<b>Minor Benefit:</b> Localised planting could incorporate biodiversity / habitat gains.	+3	<b>Major Benefit:</b> 2.5m soft landscaping strip could incorporate biodiversity / habitat gains.	+3	<b>Major Benefit:</b> Removal of vehicle parking and through-traffic provides significant opportunity for planting incorporating biodiversity / habitat gains.
	Potential for Flood Mitigation	+3	<b>Major Benefit:</b> Potential to incorporate coastal flood mitigation as part of made ground / sea wall works.	0	No change	+3	<b>Major Benefit:</b> Potential to incorporate coastal flood mitigation as part of made ground / sea wall works.	0	No change
	Potential ecological impacts	-2	<b>Moderate Disbenefit:</b> Black Guillemot population in sea wall would be impacted and require mitigation works.	0	No change	-2	<b>Moderate Disbenefit:</b> Black Guillemot population in sea wall would be impacted and require mitigation works.	0	No change



## Summary and Preferred Option

Approach 1 received a low 'Overall Benefit Score' of 16, and Approach 2 scored a moderate 'Overall Benefit Score' of 23. When Approaches 1 and 2 are considered against the % Public Support, their 'Appraisal Scores' achieve a more comparable score of 8 and 9 respectively.

Approach 3A scores the highest Overall Benefit, with a score of 40, followed by 3B scoring 28. When combined with the % public support, the 'Appraisal Score' for these achieve 14 and 13 respectively. Therefore, when considering the Appraisal Scores in isolation, Approach 3A provides the most benefit compared to public support. It should be noted 3A and 3B's high benefit score is in part due to their supplementary benefits of coastal flood mitigation which is not an explicit objective of this Places for Everyone project, however it remains important to consider as a whole.

The public consultation results indicate Approach 3A divides opinion and achieves the lowest overall % of public support, with 35% noting this approach as undesirable. However, the majority of free text comments from those marking the approach as undesirable relate to the expense and justification of cost.

The high-level cost of Approach 3A is significantly more than Approach 1 or 2 (£9.5m, compared to £1m and £1.26m respectively). When factored against each approach's 'Overall Benefit Score', Approach 2 provides the greatest value for money when considered at a very high level (High Level Cost ÷ Overall Benefit Score):

- Approach 1 requires £61,875 investment for every Benefit Point scored (£990,000 ÷ 16)
- Approach 2 requires £54,783 investment for every Benefit Point scored (£1,260,000 ÷ 23)
- Approach 3A requires £237,250 investment for every Benefit Point scored (£9,490,000 ÷ 40)
- Approach 3B requires £418,889 investment for every Benefit Point scored (£11,310,000 ÷ 28)

It should however be noted that Approaches 3A and 3B are considered a worst-case assessment, based on assumptions of using more expensive approaches, and does not take into account the potential for made ground material to be made available from a potential major engineering project, which could reduce costs significantly.

Furthermore, Approach 3A has the opportunity to incorporate coastal flood mitigation measures. As discussed in Chapter 2, the study area falls within a 'Potentially Vulnerable Area' classed by SEPA. There could therefore be opportunity to part-fund Approach 3A through the Scottish Government's flood prevention funding programme.

Considering the above, Approach 3A is considered to provide the greatest benefit overall. However, there are significant uncertainties over sourcing funding for the significantly higher scheme cost. The same is true for Approach 3B.

Approach 2 provides the greatest benefit for a significantly lower cost. Unlike Approach 1, it also enables a scheme that could be future proofed to an extent to allow for Approach 3A to come forward should funding be secured at a later date.

On balance, the preferred approach is therefore to progress Approach 2 to Concept Design Stage. Concept Designs to deliver a scheme that works in itself but without prohibiting future expansion to 3A should funding become available.

**Appendix A**  
**Baseline Survey Scope**



## Appendix B

### Baseline Survey Network Diagrams

**Appendix B1: 12-Hour Passenger Car Unit Flows**



**Appendix B2: 12-Hour Heavy Goods Vehicle Flows**

## Appendix B3: 12-Hour Cycle Flows



## Appendix C

### Project and Design Risk Register

## Appendix D

### Equality and Socio-Economic Impact Assessment



## Appendix E

### Desktop Ecological Appraisal

## Appendix F

### Budget Forecasts

<<<not included – will follow in January >>



## Appendix G

### Statutory Permissions

Permission	When required	Timescale	Budgeting
Planning permission	Required if new infrastructure or changing the use.	Dependant on local authority or TS approval. Approximately up to 6 months to a year.	Not included in Stage 0-2 main budget due to unknowns at this stage. Indicative fees and budgets are included in A&BC 2023-2024 Fees and Charges Schedule <sup>3</sup> .
Road construction consent	Required for building new or amended road or associated infrastructure after planning permission has been gained	Dependant on local authority or TS approval. Approximately 3 months upwards.	
Traffic Regulation Order	Required if changing the use of adopted highway or stopping up.	Dependant on local authority or TS approval. Approximately up to 6 months.	Cost for beginning the process of any required TROs in consultation with A&B's TRO officers included in main budget. Indicative fees and budgets are included in A&BC 2023-2024 Fees and Charges Schedule.
Section 14 of Roads (Scotland) Act (Power to contribute to, or carry out, work on private roads)	Where a local roads authority may, if they think fit, pay the whole or any part of any expenditure incurred in making up or maintaining a private road, and carrying out any repair which they consider necessary in relation to a private road.	Up to 6 months	Not included in Stage 0-2 main budget due to unknowns at this stage.
Section 16 of Roads (Scotland) Act (Application for private road to become public road)	Where a requisite number of frontages of a private road apply to the local authority to add the road to their list of public roads.	Up to 6 months	
De-Trunking Order	Required if parts of the A85 are to be de-trunked and the local roads authority for the area shall become the roads authority for the road.	Dependant on local authority or TS approval. Approximately up to 6 months.	
Statutory Consents	Approval required for any works associated with utility infrastructure, e.g. manhole covers or changes to drainage design.	Up to 6 months.	

<sup>3</sup> <https://www.argyll-bute.gov.uk/my-council/council-fees-and-charges>

## Appendix H

### Monitoring and Evaluation Plan